

Report of Survey for Repairs, &c., of Engines and Boilers.

Date of writing Report April 5 1897 When handed in at Local Office 18 Port of London
No. in Reg. Book. Survey held at London Date, First Survey 5 Mar Last Survey April 3 1897
849 on the Machinery of the Wood, Iron or Steel S.S. "Murrayshire" Master Duncan
Tonnage Gross 3822 Net 2481 Vessel built at Newcastle By whom Hawthorn Leslie & Co When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
Registered Horse Power 407 Engines made at Do Owners (Dumbell, Martin & Co) Port Glasgow Voyage Australia
No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock Victoria St. Thomas St. S.W. S. Do Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Survey No. Port Particulars of Examination and Repairs (if any) S.S. & Damage
(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
Do. " Donkey " " " Yes
If this was not done, state for what reasons? -
And what parts of the Boilers could not be thus thoroughly examined? -
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes
At what pressure were they afterwards adjusted under steam? 160 lbs.
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
At what pressure were they afterwards adjusted? 90 lbs.
Has the propeller shaft been drawn and examined at this time? Yes. New shaft now fitted.
If the Survey is not complete state what arrangements have been made for its completion? Completed.

Examined Main Boilers & Donkey Boiler internally & externally and Safety valves.
Repairs due to wear & tear. Forward furnaces of port Main Boiler jacked up fair & the bottom part of the combustion chamber back plates of the Donkey Boiler renewed.
Safety valves adjusted as above.
Repairs due to damage. New screw shaft, stem bush, stem gland & neck bush fitted, two blades of propeller renewed, tunnel bearing reinstalled, Condenser cleaned and retubed.

General Observations, Opinion, and Recommendation: This vessel's Machinery is now in good condition & in my opinion the vessel is eligible for the record B.S. 4.97.

Office or Registration Fee (per Sec. 27) £ 2 : 10 : 0 Survey Fee (per Section 28) £ 2 : 2 : 0 Special Damage Fee (per Section 28) £ 4 : 13 : 8 Travelling Expenses (if chargeable) £ 4 : 3 : 0
Fees applied for 22/4 18 97 Received by me, P.M. Salmon
State if Certificate is required Committee's Minute FRI. 23 APL 1897 Assigned B.S. 4 97
TUES. 3 MAY 1897
Lloyd's Register Foundation
LON 712-0257

Screw shaft renewed, stern bush stern pland
truck bush fitted two blades of propeller
renewed tunnel bearing reinstalled &
condenser cleaned & retubed (on acc of damage)
Forward furnaces of Port-Chain Boiler
fired, bottom part of combus chs
back of Donkey Boiler renewed.

It is submitted that
this vessel is eligible for
THE RECORD.

B.L. 4, 97

[Signature]

22/4/97

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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