

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

(Received at London Office)

THUR, 13 MAY 1897

Date of writing Report 18 _____ When handed in at Local Office 18 _____ Port of London

No. in Reg. Book 485 Survey held at London Date, First Survey May 11 1897 Last Survey May 11 1897

on the Machinery of the Wood, Iron or Steel S.S. "Fourcoring" Master Guthorn

Tonnage { Gross 578 Net 299 Vessel built at Glasgow By whom Mackie Thomson When 1892 Boilers, when made (Main) 1892 (Donkey) 1892

Registered Horse Power 60 Engines made at Glasgow Owners (Mead Son & Huiley) Port London Voyage Coasting

No. of Main Boilers one No. of Donkey Boilers one Steam Pressure—160 lb If Surveyed Afloat or in Dry Dock (State name of Dock.) _____

in Main Boilers 80 lb in Donkey Boilers 80 lb

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) after Grounding

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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1</u> <u>11.96</u>		<u>+LMC4.96</u>
<u>330 on 11.96</u>		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

This vessel was placed in dry dock after having grounded.

The propeller fastenings of sea connections examined & found in good order.

The stern bush (which was stated to have been worn down 3/8") was part rewooded, but the propeller shaft was not drawn in far enough for survey.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, E.&M.S. 9.95 or L.M.C. 9.95, 120 lb., F.D., &c.)

This vessel's machinery, where seen, is now in good condition & eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ : :	18
Special Damage Fee (per Section 28).....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	18

A. Ruck Keene
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

* State if Certificate is required

Committee's Minute FRI. 14 MAY 1897

Assigned as now



Lloyd's Register
Foundation

LON 712-0370

Insert Character of Ship and Machinery precisely as in the Register Book.

* Certificate to be sent to.

Stem broken partly unwooded (on account
of damage by grounding)

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as CLASSED.

LS
13/5/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation