

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

(Received at London Office **FRI 13 AUG 1897**)

Date of writing Report *12 Aug 1897* When handed in at Local Office *12 Aug 1897* Port of *London*
No. in Reg. Book. *1113* Survey held at *London* Date, First Survey *3 Aug* Last Survey *6 Aug 1897*
on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. Strathcarron* Master *McNeill*
Tonnage { Gross *3203* Net *2050* Vessel built at *Glasgow* By whom *A. B. & Co* When *1894* YEAR. MONTH. *6*
Registered *307* Engines made at *Glasgow* When *94* Boilers, when made (Main) *94* (Donkey) *94*
No. of Main Boilers *2* Owners *Burrell & Son* Port *Glasgow* Voyage *Cardiff*
No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *In Millwall Dry Dock*
Steam Pressure in Main Boilers *170 lb* in Donkey Boilers *100 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) *Damage + 100 A.L. 4.96 + L.M.C. 6.94*
(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? *Not under survey.*
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? *No* If spare propeller shaft fitted, state whether new? _____
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*

*Now done on account of Damage by vessel going ashore on the 6th July (see copy Damage Report attached): Propeller, Sea Connections and Stern-bush examined latter down $\frac{5}{32}$ inch. The Circulating Pump and Ballast-Donkey Pump examined. Found one Gland of Sea Connections broken. Two Valves of Circ Pump damaged and the Spindle of Pump of Ballast-Donkey broken.
Repairs: a new Gland fitted to one Sea Cock. The two Circ Pump Valves and damaged Pump Spindle renewed.*

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, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)
The Machinery of this vessel is in good order and in my opinion eligible to remain as Classed without fresh record.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *16/8 18 97*
Survey Fee (per Section 28) £ : : Received by me, *D. Ritchie*
Special Damage Fee (per Section 28) £ *2 : 2* Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Travelling Expenses (if chargeable) £ *4*
£ *1. 18 0*

State if Certificate is required _____
Committee's Minute *TUES. 17 AUG 1897* *TUES. 19 OCT 1897* *FRI. 17 DEC 1897*
Assigned *as now*
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LON 713-0199

*Small repairs made to engines
due to damage. - ashore*

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

*HL
16/8/97*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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