

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

(Received at London Office

TUES. 26 OCT 1897

Date of writing Report *October 25* 18*97*. When handed in at Local Office 18 *Port of London*

No. in Reg. Book *893* Survey held at *London*. Date, First Survey *Oct 16* Last Survey *Nov 19* 18*97*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Morayshire"* Master *Guncan*
 Tonnage Gross *3822* Net *2481* Vessel built at *Wre.* By whom *Hawthorne Leslie & Co.* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*
 Registered Horse Power *407* Engines made at *do.* Owners *Jumball, Martin & Co.* Port *Glasgow* Voyage *Colonial*
 No. of Main Boilers *3* If Surveyed *Afloat or in Dry Dock* *James St. Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *100 A.I. 4-97* Port *L.M.C. 10-94*
 Particulars of Examination and Repairs (if any) *Damage*
 (Periodical Surveys, when held, must be reported in detail and serially 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? *No*
 Do. " Donkey " " " " *No*
 If this was not done, state for what reasons? *Not due for survey.*
 And what parts of the Boilers could not be thus thoroughly examined? *do.*
 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? *do.*
 Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes* At what pressure were they afterwards adjusted under steam? *do.*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted? *do.*
 Has the propeller shaft been drawn and examined at this time? *No* If spare propeller shaft fitted, state whether new? *do.*
 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *3/32"*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Completed.*
Sound for propeller nut slack & cement broken away from propeller. Nut now tightened up & propeller boss recemented. Stern bush fastenings, all in good condition.

General Observations, Opinion, and Recommendation: *This vessel's Machinery to have as follows seen in good condition & in my opinion the vessel is eligible to remain as classed*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *15/11/97*
 Survey Fee (per Section 28) £ : : *15/11/97*
 Special Damage Fee (per Section 28) £ 1 : 1 : 0
 Travelling Expenses (if chargeable) less 10% £ 0 : 2 : 0
 Received by me, *15/11/97* *M. Salma*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 16 NOV 1897* *FRI. 4 MAR 1899*
 Assigned *As now* *FRI. 8 DEC 1899*
 Lloyd's Register of Shipping
 TUES. 7 MAR 1899
 TUES. 3 MAY 1899
 FRI. 7 JUL 1899
 LON 714-0059

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

*Certificate to be sent to

Propeller nut tightened up.

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.

AS
15/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation