

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

(Received at London Office)

Date of writing Report *4 March 99* When handed in at Local Office *4 March 99* Port of *London*
 No. in Reg. Book *1136* Survey held at *London* Date, First Survey *23rd Feb* Last Survey *27 Feb*, 18*99*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Strathairly* Master *Henderson*
 Tonnage { Gross *4142* Net *2704* Vessel built at *Greenock* By whom *Russell & Co.* When *1894* 6
 Registered Horse Power *399* Engines made at *Greenock* Boilers, when made (Main) *'94* (Donkey) *'94*
 No. of Main Boilers *3* Owners *Burrell & Son* Port *Glasgow* Voyage *N. York*
 No. of Donkey Boilers *1*
 Steam Pressure—*170 lb* If Surveyed Afloat or in Dry Dock *Afloat in Millwall Dry Dock*
 in Main Boilers *170 lb* in Donkey Boilers *100 lb*

Last Survey No. *1136* Port *London*
 Particulars of Examination and Repairs (if any) *L. M. C. + 100 A. 12.97 + L. M. C. 6.94*

(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? *yes.*
 Do. " Donkey " *yes.*
 If this was not done, state for what reasons? *Latter at work.*

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.* To what pressure were they afterwards adjusted under steam? *170 lb*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *no* To what pressure were they afterwards adjusted under steam?

Has the propeller shaft been drawn and examined at this time? *yes* If spare propeller shaft fitted, state whether new? *new*
 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *3/16"*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Examiners Pistons L. P.*

Ride and Crank Thrust and Mmml Shafting and the Donkey Boiler and its Safety valves examined and latter adjusted under steam pressure. This to be done on vessel's next arrival in U. K. from this voyage.

Now done for Damage. please see copy of Damage Report attached: - Tail shaft and Bilge Pumps examined

Damage Repairs: - A new Tail shaft fitted also the Bilge Pump Rams fitted with new reeds and Seal Bushes after Rams being turned as ordinary exam for L. M. C. - All Pumps and the Condenser examined also H. P. and M. P. Rides Sea connections and the Propeller and outside fastenings of Sea connections examined. Main Boilers examined throughout and now found to be generally in Satisfactory Condition.

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, 97, B. & M.S. 9, 97 or L. M. C. 9, 97, 140 lb, F.D., &c.)

The Machinery of this vessel so far as seen is in good order and in my opinion eligible to remain as classed with fresh record of + L. M. C. 2.99 when this survey is completed.

Office or Registration Fee (per Sec. 27) £ *5.10*
 Survey Fee (per Section 28) £ *3.3*
 Special Damage Fee (per Section 28) £ *2.17*
 Travelling Expenses (if chargeable) £ *2.17*

Fees applied for
6/3 18 *99*
 Received by me,
9/3 18 *99*

D. Atchue.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required
 Committee's Minute
 Assigned *Deferred*

TUES. 7 MAR 1899

TUES. 2 MAY 1899



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S.S. due 6. 98 to be held on return to U.K.
N-1

Main Boiler examined
Part Engines examined
Screw shaft now renewed

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 WILL BE eligible for
the record. + L.M.C. 2. 99. when
Cylinders, pistons, L.P. Slide Valve
Crank, Thrust and Tunnel
Shafting, also Dunking
Boiler and its Safety
Valves to examine +
The latter to report
under steam.

A.C.H.

6. 9. 99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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