

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

(Received at London Office) MON. FEB 25 1901

Date of writing Report 23rd Feb 1901 When handed in at Local Office 23rd Feb 1901 Port of Barrow in Furness

No. in Survey held at Mary Port Date, First Survey Last Survey 18

on the Machinery of the SS Point Clear Master

tonnage Gross Net Vessel built at Mary Port By whom Retson & Co When 1901

Registered Horse Power Engines made at Glasgow When 1901 Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners Kilgour & Baker Port Glasgow Voyage Glasgow

No. of Donkey Boilers If Surveyed Afloat or in Dry Dock (State name of Dock)

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

in Donkey Boilers

Last Survey No. Port Particulars of Examination and Repairs (if any)

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?

Do. " Donkey " " "

Was this 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 spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Before Launching all sea connections and fastenings of same, screw shaft and propeller both being fitted in place were examined and found good

This Vessel has proceeded to Glasgow to have machinery fitted on board.

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.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ 1 0 6 Received by me, 7/3/01
State if Certificate is required

Committee's Minute Assigned

See Glasgow Report 18739 attached

4 - MAR 1901

W1081-0289

Lloyd's Register Foundation