

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

No. 1 Date of Writing Report 8th Sept 1890 18 London Port of London (Received at London Office, **TUES 18 SEPT 1890**)
 No. in Reg. Book. 157 Survey held at London Date, first Survey 27th Aug Last Survey 3rd Sept 1890
on the Machinery of the S. S. Orient Master J. Elder & Co No. of Visits 2
 Tonnage GROSS 5365 Net 3231 Vessel built at Glasgow By whom J. Elder & Co When 1879 YEAR. MONTH.
 Registered 1000 Engines made at Glasgow When 79 Boilers, when made (Main) 1879 (Donkey) 79
 No. of Main Boilers 75 Owners Orient Steam Navigation Co Port Glasgow Voyage
 Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery Liberty Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100 A. 10.88
 in Donkey Boiler 63 (State name of Dock.) Liberty Dock + Lmc 3.88
 Last Survey No. 57119 Port London SS Lon No 2, 10.88

Particulars of Examination and Repairs (if any) Repairs to Donkey boiler.

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Donkey boiler only
 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?

The donkey boiler of this vessel has been repaired by the renewal of the side, bottom & back plates in both Combustion chambers, bottom plates of both furnace flues, & screw stays with nuts in the renewed combustion chamber plates.

The boiler was tested to 110 lbs hydraulic pressure & found tight.

The safety valves were set to blow off at 63 lbs per sq. in.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
as far as now seen is in good order & 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).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

M. Jones
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES 23 SEPT 1890

Assigned

As now

State if a Report is also made on the Ship or if not whether, and why, it will be sent

3 Certificates to be sent to

T. & S. Form No. 9 - Transfer to L.R. 611/13

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

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

22.

229-54

The safety valves were set to blow off at 50 lbs pressure. The boiler was tested to 110 lbs hydraulic pressure. The boiler was tested to 110 lbs hydraulic pressure. The boiler was tested to 110 lbs hydraulic pressure.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.