

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

No. *395* Port of *London* (Received at London Office, **WED 16 OCT 1889**)
 Date of Writing Report *13. 10. 89*
 Date, first Survey *Sept: 17.* Last Survey *Oct: 12* 1889.
 (No. of Visits *5*)
 Tons, Net *1936* Gross *2985*
 Surveyed Afloat ☒ in Dry Dock *Tilbury* Vessel built at *Glasgow:* in 1880 Engines made in 1880
 (State name of Dock.)
 No. of Main Boilers *3* Made in 1880 Donkey Boiler made in 18 Working Pressure, Main Boilers *80* lbs.;
 Working Pressure, Donkey Boiler *45* lbs.; Owners *M^c Gregor Low & Co:* Port *Glasgow:*
 Last Survey No. Port Class of Vessel and Machinery *100 A1-L.M.C. 1.86.*
 (As in Register Book.)
 Particulars of Repairs and Examination *S.S. No 2.* *\$ \$ Son, No 1-85.*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) *B.S. 2.89.*

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?.....

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?

Vessel placed in dry dock, sea connections examd. Found in good condn. Propeller disconnected, tail shaft drawn, examd. this shaft is covered the whole length of tube with a brass plate fitted in three lengths, which appeared to be sound as tested with a hammer. The Stern bush now renewed & propeller refitted. Examd. cyldrs, slides, air, circuitry, feed & bilge pumps & valves all found in good condn. Gravel, thrust & tunnel shaft in good condn.

Main boilers examd. internally & externally. Three new furnace crowns have now been fitted, & others repaired as required.

Safety valves examd. & found in good condn. & tested under steam to W.P. of 80 lbs.

Donkey boiler examd. found in good condn. together with safety valves, the latter tested under steam, lifted at 45 lbs.

General Observations, Opinion, and Recommendation:— *The machinery being now in good & safe working condn. renders the vessel eligible in my opinion to be marked in Reg. B.R. with L.M.C. 10.89. subject to resurvey of Boilers as per rule.*

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 25)..... £ 5 : 10
 Special Damage Fee (per Section 25)..... £ : :
 *Certificate (if required) as per margin..... £ : 5 :
 Travelling Expenses (if chargeable)..... £ : :
 Fees applied for
 23 10 1889
 Received by me,
 11 1889

Geo. E. Mickinson.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **FRIDAY 25 OCT 1889**

Assigned *+ Emb 10/89*

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 Mr. Russell
is eligible to have + LMC 10. 89
recorded & to have his name
removed from the limited
list.

Attest

24. 10. 89

31. 10. 89