

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

TUES. 16 FEB 1892

No. *154* Date of Writing Report *16th Feb 1892* Port of *London*
 No. in Reg. Book *154* Survey held at *London* Date, first Survey *11th Feb 1891* Last Survey *12th Feb 1892*
 on the Machinery of the *S.S. Payonne* Master *A. J. Inglis* No. of Visits *2*
 Tonnage Gross *3294* Net *2154* Vessel built at *Glasgow* By whom *A. J. Inglis* When *1889* 8
 Registered Horse Power *250* Engines made at *When 1889* Boilers, when made (Main) *1889* (Donkey) *1889*
 No. of Main Boilers *2* Owners *Payonne & Co.* Port *London* Voyage *✓*
 Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *Apr 89*
 in Donkey Boiler *✓* (State name of Dock.) *Filling* Class of Vessel & Machinery *4-100AI 5.91*
 Last Survey No. *Port* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *LMC 8.89*

Particulars of Examination and Repairs (if any) *Condition*

(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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

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?

*Vessel placed in graving dock
 Tail shaft drawn & examined. Found same in good order
 Stern bush re-wooded - Satis.
 Examined Propeller & all sea connection fastenings - Satis.*

General Observations, Opinion, and Recommendation:—

(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, 91, B.M.S. 1, 91, or L.M.C. 1, 91, as the case may be.)

Sofar as seen the machinery of this vessel is in good working order and eligible in my opinion to remain as classed.

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)	£		Received by me,	18

State if Certificate is required

Committee's Minute

FRI 19 FEB 1892

Assigned

As now

R. Balfour
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if a Report is also now sent on the Ship

Certificate to be sent to

16.-L. B. P. H.—Form No. 9.—Transfer Ink—4,000, 1891