

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

No. 3899

Date of Writing Report 31st Aug: 1888

Port of Cardiff

THURS 8 SEPT 1888

No. in Reg. Book. 187

Survey held at Cardiff

Date, first Survey 24th Aug: Last Survey 30th Aug: 1888

on the Machinery of the *Iron S S Canton*

Master *Park*

No. of Visits 3

Tonnage { Gross 1826
Net 1176

Vessel built at *Newcastle*

By whom *C. Mitchell & Co*

When 1869

Boilers, when made (Main) 1878 (Donkey) 1888

Registered Horse Power 150

Engines made at *Newcastle*

When 1869

Boilers, when made (Main) 1878 (Donkey) 1888

No. of Main Boilers 2

Owners *Cornfeld & Robson*

Port *London*

Voyage *Vera Cruz*

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock *East Dock*

Class of Vessel & Machinery *A1 #1*

in Donkey Boiler 65

(State name of Dock.)

(as in Register Book.)

Last Survey No.

Port

Fourth Survey of

Particulars of Examination and Repairs (if any) *New 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?
If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

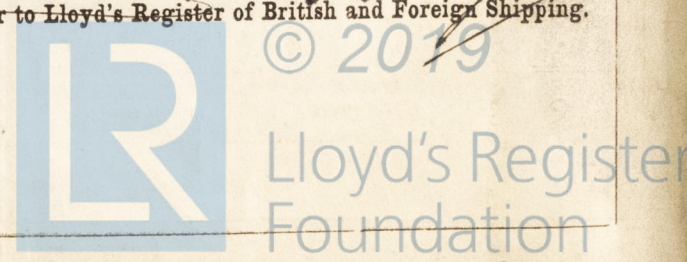
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

*New donkey boiler satisfactorily fitted in place.
Safety valves seen blowing off at a pressure of 65 lbs
per square inch.*

General Observations, Opinion, and Recommendation:— *This vessel is classed as above in the late Underwriters Registry for Iron vessels but the machinery is not certified by Lloyds Registry.*
(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.)

Fee or Registration Fee (per Sec. 27).....	£ - : - : -	Fees applied for	<i>8/9/88</i> <i>J. H. Manneor & J. M. Q. Farje</i> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28).....	£ 1 : 1 : 0	4. 9. 188 8	
Special Damage, Fee (per Section 28).....	£ - : - : -		
Certificate (if required) as per margin.....	£ - : - : -	Received by me, 7. 9. 188 8	
Travelling Expenses (if chargeable).....	£ - : - : -		

Committee's Minute *FRIDAY 12 OCT 1888*
Assigned *Remain as classed*



LRF-PUN-CFF83-0386

REPORT ON MACHINERY

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 is eligible to remain as classed

6/9/99

— SURVEYS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.