

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

No. *186* Date of Writing Report *August 14th 1890* Port of *CARDIFF* (Received at London Office, THURS 21 AUGUST 1890)
No. in Reg. Book. *430* Survey held at *Cardiff* Date, first Survey *June 28th* Last Survey *August 5th 1890*
on the Machinery of the *"Blythwoode"* Master *H. T. T. T. T.* No. of Visits *12*
Tonnage Gross *1214* Net *740* Vessel built at *W. Hartlepool* By whom *Denton Gray & Co* When *1840* YEAR. MONTH.
Registered Horse Power *120* Engines made at *Newcastle* When *1840* Boilers, when made (Main) *1840* (Donkey) —
No. of Main Boilers *Two* Owners *Watts, Ward, & Co* Port *London* Voyage *Decide*
Steam Pressure in Main Boilers *33 lbs* ☒ Surveyed Afloat ☐ in Dry Dock *Roath & Commercial* Class of Vessel & Machinery *A11.9.88*
in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *B. & M. S. 3.90*

Last Survey No. Port
Particulars of Examination and Repairs (if any) *Propeller &c*
(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?

Vessel placed in dry dock propeller and fastenings of sea connections examined and found in good condition

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in good condition and eligible in my opinion to remain as classed, without fresh record in the Register Book.*
(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.)

Fee or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ : :	188
Special Damage Fee (per Section 28).....	£ : :	
Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	188

H. H. Ashton
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 22 AUGUST 1890*
Assigned *As now*

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

W.A.

21-8-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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