

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

No. 8254 Date of Writing Report 188 Port of Glasgow
 No. in Survey held at Glasgow Date, first Survey 4th Novem^r Last Survey 6th Dec^r 1887.
 Reg. Book. 261. on the Machinery of the S. S. Whitehall. Tons, Net 357 Gross 600.
 If Surveyed Afloat or in Dry Dock Vessel built at Leith in 1880 Engines made in 1880
 (State name of Dock.)
 No. of Main Boilers One Made in 1880 Donkey Boiler made in 1880 Working Pressure, Main Boilers 70 lbs.;
 Working Pressure, Donkey Boiler 40 lbs.; Owners W. E. M. Tomlinson Port London
 Last Survey No. Port Class of Vessel and Machinery 90 A1. 9.85
 (As in Register Book.)

Particulars of Repairs and Examination

(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? } yes

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? } ✓

Main boiler opened out and examined throughout and found in good order. All mountings including Safety valves examined and found in good condition.
 Donkey boiler examined and found in fair order.
 When round one of the bottom mud holes found a good deal corroded, this hole has been covered up by a patch and a new one cut alongside of it. All mountings examined.
 Safety Valves adjusted to working pressures and Engines worked ahead and astern.

On account of damage to shipside all Sea Chests, Cocks and Connections have been removed from old plating and refitted and secured with new bolts to the new plates. To carry out this work several bilge suction pipes had to be cut and removed, these have all been properly rejointed & repaired.

The Discharge Chests were not disturbed.

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.)

The above mentioned vessel's Machinery is now as far as can be seen in good working order and in my opinion eligible to remain as classed with the notation
B.S. 12.87.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	2	6/12/1887
Special Damage, Fee (per Section 28)	£	5	5	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute TUESDAY 13 DEC 1887

Assigned

8254. 90. 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 have the
notification B.S 12.87
recorded the boiler
being subject to new
no port rule.

D.F.
12/12/87

THE SUBVENORS ARE REQUESTED TO
NOTE ON THE UPPER PART OF THIS SHEET
DATE ACCESS THIS ALSO