

10780
and Boilers
16 SEP. 91


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State if a Report is also sent, or if not whether, and when sent.

Class of Vessel & Machinery
—(As in Register Book, including dates of
Special Surveys of Ship and
of last Bottom Survey.)

BS 11-90 L.M.C. 7-87
Periodical S.S. Coff 11-1-87

of last Boiler Survey.)

BS 11-90  L.M.C. 7-8Y

Periodical S.S. Exp. 11-1-87

(Repairs.) Repairs on account of Damage should be separated

(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? *No*

Do.	"	Donkey	"	"	"
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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 ? *No*

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*

To what pressure were they afterwards adjusted ?

When this vessel was in dry dock, the sea-cocks were opened out for examination, cleaned, and replaced. The propeller shaft was drawn in for examination, and found in good order; the stern bush was lined up with lignum vitae, and the shaft and propeller replaced.

At the forward end of condenser, a flaw was found in the casting, extending from the door to the tube plate, and from the tube plate for a short distance inside the condenser, in a horizontal direction; it is situated on the starboard side of condenser, a short distance above the condenser jet. A small patch in the circulating water space, has been re-fitted, and an additional patch fitted on the outside of steam space, which, I am of opinion, may be considered satisfactory at present, but it is intended to take away the tube plate, and jet patches inside the steam space, when the vessel completes this Special Survey.

To complete this survey the following requires to be done. — The cylinders, pistons, slide valves, shafting, boilers — main and donkey, and pumps. to survey through-out,

General Observations, Opinion, and Recommendation:— *This vessel's machinery, as far as*
(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 ~~X~~L.M.C. 1,89, as the case may be.)

(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 ~~X~~L.M.C. 1,89, as the case may be.)

seen, appears to be in safe working condition, and in my opinion, will be eligible to have record of **L.M.C.** on completion of survey. - at present, to remain as classed, without fresh record of survey. I am further of opinion, the condensation should be examined, and if necessary, repaired by patches of a more substantial nature, in six months time from present date.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fee applied for	<i>nature, in six months time from present date.</i> <i>R. J. Beveridge</i> Received by me, Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 25).....	£	:	:	18	
Special Damage Fee (per Section 28).....	£	:	:		
Travelling Expenses (if chargeable).....	£	:	:	18	

State if Certificate is required

Committee's Minute **FRI. 18 SEP 1891** **FRI 4 DEC 1891** **FRI 22 JAN 1892**

signed Deferred for

signed _____
 Compltn. _____
 6-18312 2065

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hope limit

10950-95

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 the examination of the propeller shaft, stern bush and sea connection be ordered as part of special survey, and the vessel to remain as elapsed subject to the Anderson being again examined within 6 months

M.A.
16-9-91

THE SURVEYORS ARE REQUESTED NOT TO WRITE IN THIS MARGIN