

11214

9 JAN. 92

Insert Character of Ship and Machinery precisely as in the Register Book.

90A1  
2-90  
13.8.87

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

|     |   |                   |   |   |
|-----|---|-------------------|---|---|
| Do. | " | <del>Darker</del> | " | " |
|-----|---|-------------------|---|---|

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? yes

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Q What pressure were they afterwards adjusted to?

When this vessel was on the Pawling Slip, the sea-cocks, propeller and fastenings were examined, and found in good order.

The cylinders, pistons, slide valves, crank and thrust shafting, also the pumps were examined, and found in a satisfactory condition.

The main boiler and mountings were opened out for survey, they are in good order throughout

Storm has been raised and the main boiler safety valves tested to the working pressure.

The propeller shaft was not drawn at this time, but the owners intend having this done at the next docking of vessel, which suggestion I respectfully recommend may be favourably considered by the Committee.

General Observations, Opinion, and Recommendation:— This vessel's machinery, in my

(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.)

thus, for example, B.S. 1,89, B.&M. 1,89, or ~~X~~L.M.C. 1,89, as the case may be.)  
 opinion, is in safe working condition, and eligible to remain as classed,  
 and to have notification L.M.C. 1-92.

|   |   |   |    |  |             |
|---|---|---|----|--|-------------|
| Office or Registration Fee (per Sec. 27)..... | £ | : | :  | Fees applied for   |             |
| Survey Fee (per Section 28).....              | £ | 2 | 10 | 5/21 1892  | (Signature) |
| Special Damage Fee (per Section 23).....      | £ | : | :  | Received by me,  |             |
| Travelling Expenses (if chargeable).....      | £ | : | :  | 4/11 1892  | (Signature) |
|   |   |   |    | Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. |             |

\* State if Certificate is required.....

Committee's Minute WES. 12 JAN 1891

Assigned 2 MC 592

subject is





11214 glos

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 for  
THE RECORD L.M.C. 1-92.

Subject to the propeller shaft  
being drawn and examined  
at the next docking of  
the vessel

N.A.

11-1-92



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.