

# Report of Survey for Repairs of Engines and Boilers.

No. \_\_\_\_\_ (Received at London Office, \_\_\_\_\_)

No. in Reg. Book. Survey held at London Date, first Survey Feb. 28<sup>th</sup> Last Survey March 14<sup>th</sup> 1881

798 on the Machinery of the S. S. "Envoy" (Number of Visits 5)

Tonnage, Gross <u>1350</u>	Built at <u>Hull</u>	When built <u>1872</u>
Ditto, Net <u>1031</u>	Owners <u>W. Liddell</u>	Port belonging to <u>Hull</u>
Diameter of Cylinder <u>31" &amp; 53"</u>	Engines made by <u>Gilbert Hooper</u>	When made <u>1872</u>
Length of Stroke <u>36"</u>	Boilers made by <u>Ditto</u>	When made <u>1872</u>
Pressure of Steam <u>55 lbs</u>	If Surveyed Afloat or in Dry Dock <u>Dry Dock</u>	Classed <u>90A1</u>
Registered Horse Power <u>130</u>		Years assigned _____
Last Survey No. _____	Port _____	Character in Register Book. _____

Particulars of Repairs and Examination According to the requirements for Special Survey No 2.

Vessel placed in dry dock, sea connections examined all found to be in good condition with the exception of the surface line on ship's bottom, the ship's plate round the hole being much corroded recommended a brass plate to be fitted outside, this has been done. Propeller examined and found to be in good condition. Tail shaft found to be  $\frac{3}{16}$ " down in Stern Bush. Examined cylinders Slide valves & Faces all found to be in good condition. Air & Circulating pumps examined, in good condition. Feed pumps & valves in good condition. New bilge pump valves fitted. Safety valves examined, recommended that the spindles should be fitted that the valves could be lifted off seat by easing gear which has been done, & found to be loaded to 55 lbs per sq. in. Examined donkey boiler which was in fairly good condition. Crank shaft examined and found in good condition. Boilers examined, the Combustion Chambers which are common to the three furnaces were found to have some patches at back, test holes (7) drilled in back, sides & bottom found to be  $\frac{7}{16}$ " &  $\frac{3}{8}$ " thick. Tube plates in good condition. The midship furnace in Starboard Boiler next feed entrance found to be much

General Observations, Opinion, and Recommendation:— The Engines & Boilers being now in good & safe working condition, renders the vessel eligible in my opinion to be marked in the Register Book with B & M. S. 3. 81. provided that the boilers are again examined within 12 months from this date.

Entry or Registering Fee ... £ 1 : 4 : 4  
 Survey Fee ... £ 3 : 3 : received by me, C. E. Wilson  
 Certificate (if required) ... £ : : 19/3/81  
 Travelling Expenses, if any, £ \_\_\_\_\_

Committee's Minute Tuesday March, 15<sup>th</sup> 1881.  
 Assigned B & M. S. 381  
Subject to further survey  
Marked as suggested

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Condition of Engines and Boilers, and subsequent Repairs and Examinations, to be clearly stated.

Committee's Minute.

(Insert Character precisely as in the Register Book.)

LON 66570262



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corroded, recommended that the defective part should be cut out & a riveted patch fitted which has been done. A riveted patch also fitted in crown of wing furnace in Port Boiler, plates have also been fitted in interior of shell at entrance of donkey feed. The shells of Boilers appear generally in fairly good condition. Stays at back & sides of combustion chambers found in fairly good condition, Fore & Aft stays in top row corroded more or less and end of one angle <sup>iron</sup> corroded, test holes drilled through plate which was found to be fully  $\frac{5}{8}$ " thick. Boilers tested with hydraulic pressure to 80 lbs. per sq. in. and found to be tight.

It is submitted that this vessel is eligible to have the notification B.M.S. 3.81 records subject to the Boilers being again examined in 12 months on account of their condition.

JM  
15/2/81



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