

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

No. \_\_\_\_\_ Date of Writing Report Sept 14<sup>th</sup> 1887 Port of London  
No. in Survey held at London Date, first Survey Sept 7<sup>th</sup> Last Survey Sept 12<sup>th</sup> 1887  
Reg. Book. \_\_\_\_\_ (No. of Visits 3)

on the Machinery of the S. S. Verisna Tons, Net 1299 Gross 2000  
If Surveyed Afloat or in Dry Dock Dry Dock Vessel built at Newcastle in 1877 Engines made in 1877  
(State name of Dock.)  
No. of Main Boilers Two Made in 1877 Donkey Boiler made in 1877 Working Pressure, Main Boilers 80 lbs.;  
Working Pressure, Donkey Boiler 48 lbs.; Owners J Fenwick & Sons Port London  
Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 100 A1 - L.M.C. 8-86  
(As in Register Book.) 3-87

Particulars of Repairs and Examination Annual Survey  
(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 and Donkey Boilers thoroughly examined  
and found to be very good condition and repair

Safety Valves on Main Boilers set under steam  
to blow off at 80 lbs  
Donkey Boiler S. Valve dead weight to 48 lbs per sq in

Flaw in Forst Crank Pin carefully examined  
No trace can be found of any spreading of either the  
circumferential crack, or longitudinal flaw, and as  
the shaft has now been running for some length of time  
in its present condition there seems no danger in running  
further, from the nature of the flaw however it is not  
thought advisable to allow its running for a longer period  
than six months without examination

Sea Cochus Propeller examined in Dry Dock & found in satisfactory  
condition. After hearing down a bare 1/4"

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 Boilers & Machinery of the vessel are in my  
opinion in good & safe working condition and eligible  
for classification as L.M.C. 8-86 - B.S. 9-87, provided Forst  
Crank Pin be examined six months hence.

Office or Registration Fee (per Sec. 27).....	£ : : 17/9	Fees applied for 188 received by me, 20/9 1887
Survey Fee (per Section 28) .....	£ 2 : 2 : 0	
Special Damage, Fee (per Section 28) .....	£ : : :	
*Certificate (if required) as per margin .....	£ : : :	
Travelling Expenses (if chargeable).....	£ : : :	

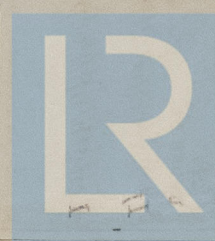
J. Johnstone Bourne  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute \_\_\_\_\_  
Assigned \_\_\_\_\_  
TUESDAY 20 SEPT 1887  
J. Johnstone Bourne B.S. 9, 87



Submitted that this  
 vessel is eligible to receive  
 the record B.S. 987 & to  
 obtain the notification LMC 886  
 provided the forward Grant him be  
 again examined within six months  
 Joff  
 14.9.87

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.



© 2021  
 Lloyd's Register  
 Foundation