

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

47603

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? Yes

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 For'd 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 For'd 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

TUESDAY 20 SEPT 1887

Assigned

J. Fenwick & Sons B.S. 9, 87



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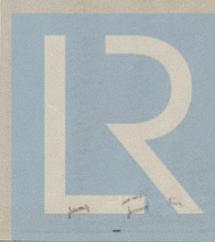
Insert Character of Ship and Machinery precisely as in the Register Book.

LON 681-0115

Submitted that this  
be set in type to  
the record B.S. 987  
provided the notification  
again examined within six months  
J.G.  
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.

*[Faint, illegible handwriting in the main body of the page, likely bleed-through from the reverse side.]*



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