

47639

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

No. \_\_\_\_\_ Port of \_\_\_\_\_ (Received at London Office, \_\_\_\_\_)  
 Date of Writing Report \_\_\_\_\_ 188  
 No. in Reg. Book. Survey held at London Date, first Survey July 5 Last Survey July 27 1887  
 (No. of Visits 5)  
200 on the Machinery of the S.S. "Beta" Tons, Net 765 Gross 1191  
 Surveyed Afloat & in Dry Dock London Vessel built at Newcastle in 1883 Engines made in 1883  
 (State name of Dock.)  
 No. of Main Boilers 2 Made in 1883 Donkey Boiler made in 18 Working Pressure, Main Boilers 90 lbs.;  
 Working Pressure, Donkey Boiler 45 lbs.; Owners Dem. & Port. S.S. Co. Port London  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 100A1 & L.M.C. 4.83  
 (As in Register Book).

Particulars of Repairs and Examination For Special Survey No. 1.  
 (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?

*Vessel placed in dry dock sea connections examined & found to be in good condition, propeller disconnected, tail shaft drawn & examined & found to be in good condition, the stern bush removed & propeller replaced Examined cylinders, slides, air, circulating feed & bilge pumps, all found in good condition Crank shaft examined, forward crank found to be flawed in after flange, recommended a bolt to be fitted through pin which has been done, the remainder of shaft sound. Main boilers examined internally & externally & found in good condition Safety valves in good condition & set under steam to the Working pressure of 90 lbs. Which boiler & safety valves in good condition valves lift at 45 lbs.*

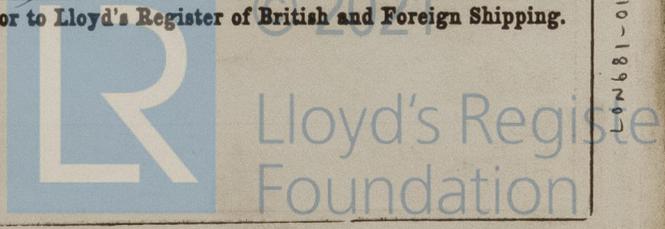
General Observations, Opinion, and Recommendation:— *The machinery being now in good & safe working condition, renders the vessel eligible in my opinion to be marked in the Register Book with L.M.C. 7. 87*  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	4:	4: 8/8	188
Special Damage, Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	Received by me,
Travelling Expenses (if chargeable) .....	£	:	:	21.10 1887

*Geo. E. Wilkinson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUESDAY 9 AUGUST 1887**

Assigned *+ L. P. B. 7, 87*



L62681-0163

It is submitted that this vessel is  
eligible to have the notification  
Lmb. 7.87 recorded

DF  
27/7/87

