

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

(Received at London Office, 4/11/87)

No. 1194 Date of Writing Report 1887 Port of Gordon
 No. in Survey held at Gordon Date, first Survey Sept 2nd Last Survey Dec 31st 1887
 Reg. Book. 1194 on the Machinery of the P.S. Swift Tons, Net 363 Gross 627
 * Surveyed Afloat or in Dry Dock Green's & Lefford Vessel built at Stockton in 1875 Engines made in 1875
 (State name of Dock.)
 No. of Main Boilers Two Made in 1887 Donkey Boiler made in 18? Working Pressure, Main Boilers 60 lbs.;
 Working Pressure, Donkey Boiler 45 lbs.; Owners General Steam Navigation Co Port Gordon
 Last Survey No. Port Class of Vessel and Machinery 100 A1-7-86
 (As in Register Book.) L.M.C-2-84-BS-5-86

Particulars of Repairs and Examination 2 Survey of 3
 (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?

The Boilers are newly made & fitted at this date on board as per attached Dimension List. The Donkey boiler is some three years old but newly overhauled & tested by me under water pressure to 90 (ninety) lbs.

The following examination has been made of machinery - Cylinders, 2 Values, Pistons, Pumps, Crankshaft, Paddle Wheels, Sea cocks & Connections etc.

The following repairs have been executed - New steam trunnion pipe to H.P. Cyl - Ridges on top & bottoms of cylinder removed by chipping - Sea Cocks overhauled & an outside flange plate fitted to bottom of on Ship's side. Several new bushes to paddle wheel rods. The Machinery throughout thoroughly overhauled.

The main steam pipe was tested in my presence to 130 lbs water pressure, & was tight & sound.

Safety Values set under steam to blow at 60 lbs pres Main Boilers, and 45 lbs Donkey Boiler.

General Observations, Opinion, and Recommendation :--

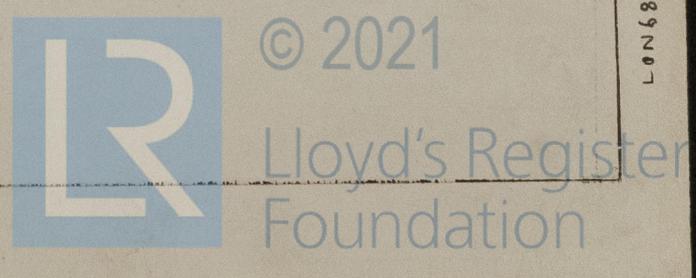
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The Boilers & Machinery of the vessel are in my opinion in safe & good working condition & eligible for notification L.M.C-10-87- N.B-10-87

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 5/11/87 received by me, 16. 11. 1887	<u>J. Johnstone Bowne</u> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28).....	£ <u>4</u> : <u>4</u> : <u>0</u>		
Special Damage, Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute TUESDAY 8 NOV 1887

Assigned



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

Submitted that this vessel is
eligible to have the notification

Emc. 10. 87 H.B. 87

[Signature]

24. 10. 87



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