

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

No. \_\_\_\_\_ Date of Writing Report *9 Dec 1887* Port of *London* (Received at London Office, \_\_\_\_\_)  
 No. in Survey held at *London* Date, first Survey *30 Nov* Last Survey *5 Dec 1887*  
 Reg. Book. *681* on the Machinery of the *S. S. Breconshire* Tons, Net *1648* Gross *2544*  
 (No. of Visits *5*)

If Surveyed Afloat or in Dry Dock *Albert Dock* Vessel built at *Sunderland* in 18 *83* Engines made in 18 *83*  
 (State name of Dock.)  
 No. of Main Boilers *two* Made in 18 *83* Donkey Boiler made in 18 *83* Working Pressure, Main Boilers *80* lbs.;  
 Working Pressure, Donkey Boiler \_\_\_\_\_ lbs.; Owners *Jenkins & Co* Port *London*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery *100 A 1 1887*  
 (As in Register Book.) *+ L.M.C. 1.887*

Particulars of Repairs and Examination *Special Survey Nov*  
 (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? \_\_\_\_\_

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? \_\_\_\_\_

*Examined Seacocks & connections and found them good.*

*The tailshaft has not been drawn for examination as the lignum vitae has not worn down sufficiently to require renewal. This it is expected will have to be done shortly when the tailshaft will be submitted for inspection.*

*Examined Cylinders, slide valves, pumps, crankshaft and main and donkey boiler safety valves, and found them good.*

*Examined the two main boilers and two domes & found them in a good condition. An arrangement for working the starboard boiler by forced draft has been fitted but the vessel left this morning (9<sup>th</sup> Dec) without my having seen the forced draft applied. The arrangement can be worked with or without forced draft.*

*The donkey boiler has not yet been examined by me & the main boiler safety valves have not yet been set. See attached copy of letter.*

General Observations, Opinion, and Recommendation:— *As far as seen the machinery is in a safe working condition and eligible in my opinion to have the notification L.M.C. 12 87 recorded in the Register Book provided the above parts are examined and found satisfactory*  
 (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 -	<i>12/12/1887</i>
Special Damage, Fee (per Section 28) .....	£ : :	<i>app</i>
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	received by me, <i>26/1 1888</i>

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. *C. E. Brown*

Committee's Minute *TUESDAY 13 DEC 1887* *FRIDAY 30 DEC 1887*

Assigned \_\_\_\_\_



It is submitted that this vessel will  
be eligible to receive the notification  
+ LMC 12.87 when this survey has  
been satisfactorily completed by  
the examination of the  
propeller shaft, the donkey  
boiler, & the adjustments  
of the main boiler  
safety valves and  
steam.

*Adf*  
12.12.87



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