

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

No. *48177* Port of *London* (Received at London Office, *FRIDAY 8 MARCH 1888*)  
 No. in Reg. Book. *Survey held at London* Date, first Survey *Jan. 28* Last Survey *Mar. 8* 1888.  
 (No. of Visits *6*)

*6* ~~45~~ on the Machinery of the *S. Yacht "Pandora"* Tons, Net *175* Gross *315*  
~~17~~ Surveyed Afloat ~~or in Dry Dock~~ *Merit* Vessel built at *St. Glasgow* in 1870 Engines made in 1876  
 (State name of Dock.)

No. of Main Boilers *1* Made in 1876 Donkey Boiler made in 18 *✓* Working Pressure, Main Boilers *60* lbs.;  
 Working Pressure, Donkey Boiler *✓* lbs.; Owners *Mr. Am. W. H. Smith M.P.* Port *London*  
 Last Survey No. *2581* Port *London* Class of Vessel and Machinery *A1 L.M.C. 6.82*  
 (As in Register Book).

Particulars of Repairs and Examination *For Annual Boiler survey*  
 (State clearly the nature 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? .....

*Main boiler examined internally & externally, furnaces, com. chrs.  
 & shell found in good condition, all stays in steam space renewed  
 & retubed throughout. Safety valves in good condition & tested  
 under steam to 60 lbs. Boiler tested satisfactorily with hyd.  
 press. to 120 lbs. after completion of repairs.*

*Engines overhauled, Examined cylinders, slides, air, circulating  
 fed & bilge pumps & valves, all found in good condition.  
 Crank shaft in good condition, this has been lifted &  
 lined up. Engines moved under steam, everything satisfactory.*

General Observations, Opinion, and Recommendation:— *The machinery being now*  
 (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.)

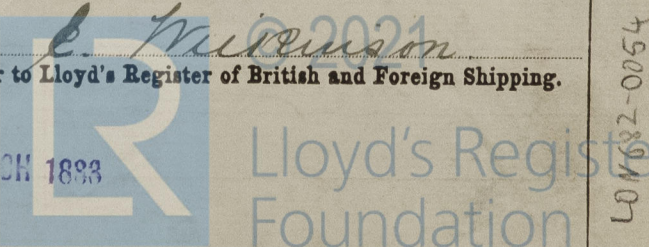
*in good & safe working condition the vessel is eligible in my  
 opinion to be marked with L.M.C. & a fresh date when the sea  
 connections & propeller have been examined. It is proposed to  
 dock the vessel before she leaves the U.K.*

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|--|---|---|
| Fee or Registration Fee (per Sec. 27).....<br>Survey Fee (per Section 28).....<br>Special Damage Fee (per Section 28).....<br>Certificate (if required) as per margin.....<br>Travelling Expenses (if chargeable)..... | Fees applied for<br><i>14. 3 188 8</i><br>Received by me,<br><i>16/3 188 8</i><br><i>a.d.p.</i> | <i>Geo. E. Milner</i><br>Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. |
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Committee's Minute *FRIDAY 16 MARCH 1888* *TUES 27 MARCH 1888*  
 Assigned *Note for further survey BS 3/88*

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

L011682-0054



It is submitted that this  
Yacht should have  
LmC 3.88 recorded  
when the sea connections  
propellers have  
been examined

12.3.88

It is submitted that in view of the position of this  
survey already completed the vessel is eligible  
to have B.S. 3.88 recorded.

16.3.88



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