

(Received at London Office,

TUES 20 MARCH 1888

Particulars of Repairs and Examination *Seacombe*

(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
found them good

General Observations, Opinion, and Recommendation :-- As far as seen the
(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey.)

machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.

Office or Registration Fee (<i>per Sec. 27</i>).....	£	:	:	} Fees applied for _____ 188 received by me, _____ 188
Survey Fee (<i>per Section 28</i>)	£	:	:	
Special Damage, Fee (<i>per Section 28</i>)	£	:	:	
* Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute FRIDAY 23 MARCH 1989

Assigned

T. & S. Form No. 9—Transfer Ink—3000, 22/12/87. * Certificate to be sent to.
(The Surveyors are requested not to write on or below the space for Commissioner's Minute.)



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Lloyd's Register
Foundation
L01482-0107

It is submitted that this
vessel is eligible to remain
as classed.

MH

21.3.88.



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