

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

48029

(Received at London Office,

THURSDAY 26 JAN 1888)

No. *73* Date of Writing Report *25 Jan 1888* Port of *London*
 No. in Reg. Book. *73* Survey held at *London* Date, first Survey *18 Jan* Last Survey *23 Jan 1888*
 on the Machinery of the s.s. "*James Southern*" Master *513 Net*
 Tons *801 Gross*
 H. Surveyed *Afloat or in Dry Dock* *Flechers* Vessel built at *N. Shields* in 18*65* Engines made in 18*65*
 (State name of Dock.)
 N.H.P. *90* No. of Main Boilers *one* Made in 18*65* Donkey Boiler made in 18*87* Working Pressure, Main Boilers *35 lbs.*;
 Working Pressure, Donkey Boiler *40 lbs.*; Owners *Harrison & Son Job.* Port *Shields*
 Last Survey No. *90* Port *Shields* Class of Vessel and Machinery *90 A - 1,07*
 (As in Register Book.) *LMC - 8,86 BS - 1,07*

Particulars of Repairs and Examination *Boiler Survey*
 (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? *Main boiler*

If this was not done, state for what reasons? *A new auxiliary boiler was fitted last year*

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 main boiler, ^{done} & safety valves, internally & externally, a patch in S furnace partly riveted & recaulked, & a few rivets renewed in middle furnace safety valves blown at 33 lbs per sq in, satisfactory.

Tail shaft was drawn & on examination found defective, the spare tail shaft (which had previously had a new end on) has now been fitted in & wood has been fitted in the lower half of the tail bush & a new forced ring made for the same.

Sea cocks & connections examined & found satisfactory

General Observations, Opinion, and Recommendation:— *The machinery being now as far as seen in good & safe working condition renders the vessel eligible in my opinion to remain as classed & to have BS-1.88 recorded provided that the boiler is again seen within 12 months as per rule*

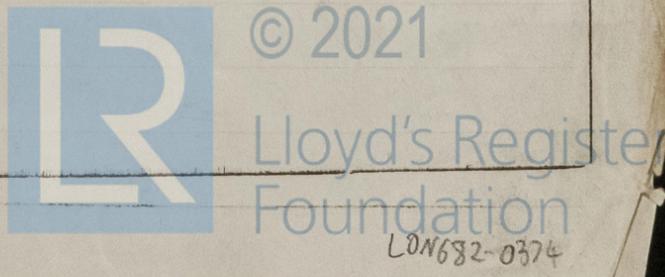
Machinery Certificate Written.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 23)	£	3	3	30-1 1888
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	2	6
Travelling Expenses (if chargeable)	£	:	:	10/2 1888

Thos L Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUESDAY 31 JAN 1888*

Assigned *B S 1/88*



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

It is submitted that this
vessel should have B.S. 1, 88
recorded.

Shf

30.1.88

