

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

THURS 7 MARCH 1888

No. *225* Date of Writing Report *29 Feb 1888* Port of *London*
 No. in Reg. Book. *225* Survey held at *London* Date, first Survey *7 Jan 87* Last Survey *24 Feb 1888*
 (No. of Visits *Seventeen*) Master *Barber* Tons *532 Net 840 Gross*
 on the Machinery of the *S.S. "AGNES"* Vessel built at *Middlesboro* in 1870 Engines made in 1870
 (State name of Dock.)
 N.H.P. *99* No. of Main Boilers *2* Made in 1879 Donkey Boiler made in 1886 Working Pressure, Main Boilers *65* lbs.;
 Working Pressure, Donkey Boiler *50* lbs.; Owners *E. F. Hubbuck (W. F. Conner Mgrs)* Port *London*
 Last Survey No. *225* Port *London* Class of Vessel and Machinery *A1 - 8, 87*
 (As in Register Book).

Particulars of Repairs and Examination *Sunk & B.M.S.*
 (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? *✓*

On account of damage, Engines & boilers opened up for examination & cleaned down, main boilers tested to 115 lbs hydraulic test, & whole of shafting lined up, boilers & cylinder relagged.

On account of B.M.S. main boilers examined internally & externally & safety valves, several screw stays renewed at backs of combustion chambers, & safety valves set under steam to 65 lbs per sq in.

Donkey boiler examined internally & externally & found in good condition also safety valve & set under steam to 50 lbs per sq in, this boiler is marked thus

*LLOYD'S TEST
160 LBS
J.B. 18.9.86*

The spar tail shaft has been fitted in, stem bush rewooded, & the old tail shaft a new end put on Thrust ring (on crank shaft) trued up in lathe, main bearing brasses relined with white metal, cylinders rebored & new pistons fitted, new gland & neck bushes for feed & bilge pumps, & a new link for L.P. valve gear fitted, valve spindles trued up & new glands fitted.

Sea connections examined & found satisfactory

General Observations, Opinion, and Recommendation:— *The machinery being now in good & safe working condition renders the vessel eligible in my opinion to remain as classed & to have the notification B & M.S. - 1, 88 recorded provided that the boilers are again seen within 12 months as per rule*

(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) *£ 2 : 2 : 0* Fees applied for *5 3 188 9*
 Survey Fee (per Section 28) *£ 5 : 5 : 0*
 Special Damage Fee (per Section 28) *£ 2 : 2 : 0*
 *Certificate (if required) as per margin *£ 10 5 188 9*
 Travelling Expenses (if chargeable) *£ :*

Received by me, J. H. Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned *B & M.S. 2/88*

TUES 6 MARCH 1888



© 2021

Lloyd's Register Foundation

LONG 052

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

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

MS

5.3.88



© 2021

Lloyd's Register
Foundation