

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

(Received at London Office,

MARCH 27 1888

No. *133* Date of Writing Report *27 Feb* 1888 Port of *London*
 No. in Reg. Book. *133* Survey held at *London* Date, first Survey *Feb. 18* Last Survey *Feb. 24* 1888
 (No. of Visits *3*)
 on the Machinery of the *S. S. Laju* Master *Mam* Tons *1246 Net*
1910 Gross
 Surveyed Afloat *U* in Dry Dock *Poplar* Vessel built at *Spudld.* in 1881 Engines made in 1881
 (State name of Dock.)
 N.H.P. *200* No. of Main Boilers *2* Made in 1881 Donkey Boiler made in 18 Working Pressure, Main Boilers *80* lbs.;
 Working Pressure, Donkey Boiler *lbs.*; Owners *Wright Bros. & Co.* Port *London*.
 Last Survey No. *Port* Class of Vessel and Machinery *100 A1 L.M.C. 3.86.*
 (As in Register Book).

Particulars of Repairs and Examination *In Annual 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?.....

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?

Vessel placed in dry dock sea connections examined & found
 to be in good condition, the propeller & its fastenings sound
 & the tail shaft down $\frac{3}{16}$ in stern bush.

Examined Main boilers internally & externally, sides of
 furnaces found to be more less pitted, two blisters in furnaces
 pared & one cut out & riveted patch fitted, two extra stays
 fitted at bottom of back plate in com. ch. of mid. furnace
 of *Port* Starbd. boiler. Recommended zinc plates to be
 fitted to sides of furnaces which has been done.

Safety valves examined found in good condition & set
 under steam to 80 lbs.

Which boiler examined, crown stays in fire box now
 renewed & new stays fitted at side of fire box in lieu
 of Galloway tube removed. Safety valve examined
 found in good condition & loaded with a direct weight
 to 45 lbs.

General Observations, Opinion, and Recommendation:—

(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 renders the vessel eligible
 in our opinion to remain as classed & have the notification
B. S. 2.88 recorded, provided that the boilers are again examined
 within 12 mths. as per rule.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ <i>2</i> : <i>2</i>	<i>5</i> : <i>3</i> 1888
Special Damage, Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>16</i> : <i>3</i> 1888

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

Committee's Minute

TUES 6 MARCH 1888

Assigned

B S 2/88



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 Foundation

LON682-0523

It is submitted that this
vessel should have
B.S. 2.88 recorded.

Handwritten signature

5.3.88



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