

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

48926

(Received at London Office,

TUES 22 MAY 1888

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No. 49 Port of London
 No. in Reg. Book Survey held at London Date, first Survey Upl. 20 Last Survey May 19th 1888
 (No. of Visits 9)
49 on the Machinery of the S. S. Danish Monarch Tons, Net 867 Gross 1338
 Surveyed Afloat on in Dry Dock Mellish. Vessel built at Newcastle in 1878 Engines made in 1878
 (State name of Dock.)
 No. of Main Boilers 2 Made in 1878 Donkey Boiler made in 18 Working Pressure, Main Boilers 75 lbs.;
 Working Pressure, Donkey Boiler 40 lbs.; Owners J. Wood & Co. Port London
 Last Survey No. _____ Port _____ Class of Vessel and Machinery 100A1 L.M.C. 8.87
 (As in Register Book).

Particulars of Repairs and Examination Of crank shaft & Boilers
 (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?

At owners request examined crank shaft, the after crank pin was found to have a mark in the after fillet about 7" long circumftly., & one in Forward fillet of same pin. Recommended a new crank shaft to be fitted which has been done. Built shaft marked ^{I. 122} G.A.M.

On raising steam to leave the dock, the furnaces in Port boiler were collapsed on acct. of the Blow off cock not being properly closed, & the water level being lowered.

These furnaces have been cut out & bottoms & backs of combustion chrs. for about 15" deep renewed, the furnaces of steel the remainder Lowmoor iron. Boilers examined internally & externally, all tubes renewed & afterwards tested with hyd. press. to 80lbs. Safety valves examd. found in good condtn. & set under steam to the Working pressure of 75lbs. Which boiler & Safety valves in good condition & tested under steam to 40lbs.

General Observations, Opinion, and Recommendation:— *The boilers being now in good & safe working condtn. & the machinery as far as seen renders the vessel eligible in my opinion to remain as classed & have the notification B.S. 5. 88 recorded, subject to recurring 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.)

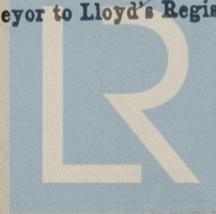
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 4 : 4 :	
Special Damage Fee (per Section 28)	£ : :	Received by me,
*Certificate (if required) as per margin	£ : 5 :	
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute FRI 25 MAY 83

Assigned B S 5/88



Lloyd's Register
 LON 683 10119

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

Lloyd's Register of Shipping, 25, Abchurch Lane, London, E.C. 4

It is submitted that this vessel
is eligible to have the notification
B.S. 5.88 recorded

DP
24/5/88



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Foundation