

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

(Received at London Office, ...)

THU 31 MAY '88

No. *48464* Date of Writing Report *30. 5. 88* 188 *88* Port of *London*  
No. in Survey held at *London* Date, first Survey *May 9* Last Survey *May 30* 1888  
eg. Book. *73* on the Machinery of the *S. S. "James Southern"* Master *S. S. "James Southern"* No. of Visits *5*  
Gross *801* Vessel built at *N. Shields* By whom *J. & W. Smith* When *1865-5*  
Net *573* Engines made at *Rush* When *1865* Boilers, when made (Main) *1865* (Donkey)  
Registered *90* Owners *J. H. Harrison* Port *London* Voyage  
No. of Main Boilers *35* Surveyed Afloat or in Dry Dock *Union* Class of Vessel & Machinery *90A1*  
Steam Pressure in Main Boilers *35 lbs* (State name of Dock.) (as in Register Book.) *T.M.C. 3. 86*  
in Donkey Boiler *B.S. 1. 88*

Last Survey No. *Port* Particulars of Examination and Repairs (if any) *On acct. of damage.*  
(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?

What parts of the Boilers could not be thus thoroughly examined?

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?

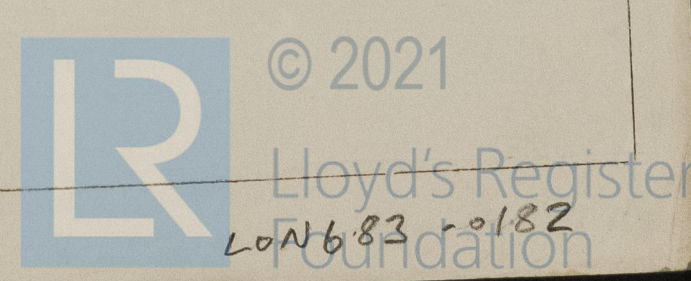
Vessel placed in dry dock sea connections examined & overhauled  
Propeller found to have one blade broken short off. this has been  
removed, the tail shaft drawn, examined, found in good condition.  
the stern bush renewed & a new propeller fitted. Crank shaft  
examined, & found in good condition. Condenser choked with  
sand for about 20 ins. deep, the tubes have been drawn, condenser  
cleaned tubes replaced & condenser satisfactorily tested.  
Air & Circulating pumps examined. a new rod has been fitted  
to Air pump bucket (near Head) & circ. pump passages cleared  
& new valves fitted. The water service pipes cleared.  
Crank shaft examined & found in good condition.

General Observations, Opinion, and Recommendation:— *As far as seen of the*  
(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.)  
*machinery this vessel appears eligible to remain as classed*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 188 468 Received by me, 6/6 188 a 20
Survey Fee (per Section 28) .....	£ 1 : 1 :	
Special Damage, Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable) .....	£ : :	

Committee's Minute *TUE 15 JUN 88*  
Assigned

THE REGISTER  
Lloyd's Register of Shipping and Machinery  
1000-14788-Transfer Ink-T & S  
(The Surveyors are requested not to write on or inside the space for Committee's Minute.)





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

D.F.  
4/6/88

