

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

48503

(Received at London Office.)

TUES 12 JUNE 1888

No. *226* Date of Writing Report *12 June 1888* Port of *London*
 No. in Reg. Book *226* Survey held at *London* Date, first Survey *15 May* Last Survey *12 June 1888*
 on the Machinery of the *S.S. The Lady Commercial Batchelor* No. of Visits *6*
 Tonnage { Gross *194* Net *269* Vessel built at *Dunbarton* By whom *M'Millan & S.* When *1871* YEAR. MONTH. *3*
 Registered Horse Power *16 5/8* Engines made at *Glasgow* When *71* Boilers, when made (Main) *71* (Donkey) *—*
 No. of Main Boilers *30* Owners *Submarine Telford Co* Port *London* Voyage *—*
 Steam Pressure in Main Boilers *30* If Surveyed Afloat or in Dry Dock *James D & K* Class of Vessel & Machinery *90 A 1*
 in Donkey Boiler *none* (State name of Dock.) (as in Register Book.)

Last Survey No. *—* Port *—* L.M.C. *684* B.S. *986*

Particulars of Examination and Repairs (if any) *Special 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?

Examined sea-cocks & connections & found them good.
Examined the paddles & found them good. A few repairs have been carried out.
Examined the paddle & crank shaft & found them good. A new crank pin has been fitted in the Starboard engine.
Examined the 4 cylinders & found them good. The pistons have been overhauled & new gland bushes fitted to the covers.
Examined Safety valves, slide valves & pumps & found them good.
Examined the 2 main boilers and found them good. 2 Patentes & a few stays have been fitted in the combustion chamber.
The safety valves were found to blow off at 30 lbs.

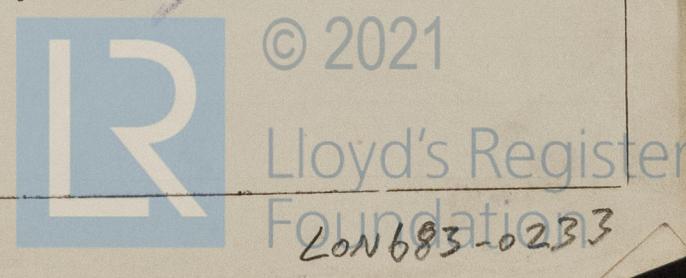
General Observations, Opinion, and Recommendation:— *The machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification L.M.C. 688 recorded in the Register Book*
 (State clearly what alteration, if any, is suggested to be made in the existing classification 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	146 188
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	5	Received by me, 1976 188
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute *FRIDAY 15 JUNE 1888*

Assigned *L.M.C. 6188*



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

It is submitted that this vessel
is eligible to have the notification
Lmb 6. 88 recorded.

DP

14/6/88.

