

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

48508

(Received at London Office, TUES 12 JUNE 1888)

No. \_\_\_\_\_ Date of Writing Report 12 June 1888 Port of \_\_\_\_\_  
 No. in Reg. Book. Survey held at London Date, first Survey May 28 Last Survey June 8 1888  
444 on the Machinery of the S. S. "Falcon" Master \_\_\_\_\_ No. of Visits 5  
 Tonnage { Gross 651 Net 352 Vessel built at Newcastle By whom G. Mitchell & Co. When 1876 - 1  
 Registered Horse Power } 140 Engines made at \_\_\_\_\_ When 1876 Boilers, when made (Main) 1876 (Donkey)  
 No. of Main Boilers 2 Owners Gen. Stm. Nav. Co. Port London Voyage \_\_\_\_\_  
 Steam Pressure— in Main Boilers 65 lbs in Donkey Boiler 42  Surveyed Afloat or in Dry Dock after G.S.N. D. D. Class of Vessel & Machinery 100A1  
 (State name of Dock.) (as in Register Book.) L.M.C. 4.84 B.S. 5.36

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) In S. S. No 3.  
 (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. Propeller disconnected, tail shaft drawn, examd. found in good condition, the stem bush renewed & propeller replaced.

Examined, cylinders (N. P. cover found to be cracked near flange, this has been satisfactorily strengthened), Slides Air, circulating, Feed & bilge pumps all found in good condition. Crank, thrust & tunnel shaft in good condition. Main boilers examined internally & externally. Sides of furnaces, found to be doubled in line of bars in St. boiler, & shells under bottom doubled inside & out & appear to be sound. Safety valves examd. found in good condition & set under stm. to the W. P. of 57 lbs. Which boiler & safety valves in good condtn. loaded with a direct weight to 42 lbs.

## General Observations, Opinion, and Recommendation:—

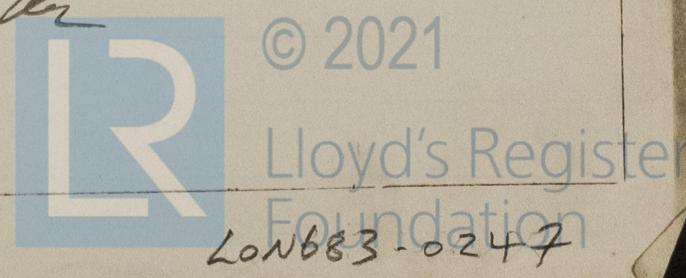
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The machinery being now in good & safe working condition, renders the vessel eligible in my opinion to be marked in the Reg. B.R. with L.M.C. 6.88. subject to the boilers being again examd. within 12 mths. as per rule.

Office or Registration Fee (per Sec. 27).....	£ : :	} Fees applied for <u>15. 0. 8</u> Received by me, <u>30/6 1888</u>
Survey Fee (per Section 28) .....	£ <u>3</u> : <u>3</u> :	
Special Damage, Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable) .....	£ : :	

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

Committee's Minute \_\_\_\_\_  
 Assigned LMB 6/88  
 TUES 19 JUNE 1888 FRIDAY 22 JUNE 1888



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  
15/6/88

