

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

(Received at London Office, THU 21 JUN 88)

No. *27* Date of Writing Report *June 20* 188 *88* Port of *London*
 No. in Reg. Book. *275* Survey held at *London* Date, first Survey *June 14th* Last Survey *June 20th 1888*
 on the Machinery of the *S. D. Gibraltar* Master *J. C. Barry* No. of Visits *3*
 Tonnage { Gross *915* Net *1412* Vessel built at *Sunderland* By whom *W. Pile & Co* When *1869* 10
 Registered Horse Power } *140* Engines made at *Blair, Stretton* When *1861* Boilers, when made (Main) *1881* (Donkey) *1881*
 No. of Main Boilers *2* Owners *John Hall & Co* Port *London* Voyage
 Steam Pressure— in Main Boilers *50 lbs* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *100 A. 1. 3. 8*
 in Donkey Boiler *50* (State name of Dock.) *Dry Dock* (as in Register Book.) *L.M.C. 7. 85*

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Annual Boiler 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? *Yes*
 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?

This ship being in Fletcher's Dock, examined propeller fastenings & sea connections & found them satisfactory, propeller down 7/8" in the bush. Examined also crankshaft, air & circulating pumps, & high & low pressure slides & cylinder faces & found them satisfactory.

Examined main & donkey boilers & steam domes, internally & externally, & found them all in good condition, saw also safety valves on main & donkey boilers which were in good order.

Saw main boilers & donkey boilers under steam & tested main boiler safety valves to 80 lbs per sq inch & donkey boiler valves to 50 lbs per sq inch, satisfactory.

General Observations, Opinion, and Recommendation:— *Eligible in my opinion to remain as classed & to have the notification B.S. 6. 88 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 <i>25. 0. 188. 8.</i>
Survey Fee (per Section 28)	£ <i>2</i> : <i>2</i> :	
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	Received by me, <i>5/7 188. 8.</i>

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

Committee's Minute *TUES 26 JUNE 1888*

Assigned *B S 688*



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

It is submitted that this
vessel is eligible to have
B.S. 6.88 recorded.



23.6.88



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