

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

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No. \_\_\_\_\_ Date of Writing Report June 12<sup>th</sup> 1888 Port of London (Received at London Office, THURS 14 JUNE 1888)

No. in Reg. Book. 59 Survey held at London Date, first Survey June 10<sup>th</sup> Last Survey June 10<sup>th</sup> 1888

on the Machinery of the S.S. James Lacey Master J. Harrison No. of Visits 1

Tonnage	Gross <u>459</u>	Vessel built at <u>Newcastle</u>	By whom <u>Palmer Bros &amp; Co</u>	When <u>1863</u>	YEAR.	MONTH.
	Net <u>428</u>					<u>5</u>

Registered Horse Power 99 Engines made at Newcastle When 1866 Boilers, when made (Main) 1866 (Donkey)

No. of Main Boilers 1 Owners J. Fenwick & Sons Port London Voyage Coast

Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock \_\_\_\_\_ Class of Vessel & Machinery A.1. 4.87  
(State name of Dock.) (as in Register Book.) +L.M.C. 6.85-

in Donkey Boiler \_\_\_\_\_

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

(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?

*This ship being in Linnell's dock examined sea connection & propeller fastenings & found them satisfactory, stern bush worn down 1/4" bare*

*Main Boiler being open examined it - both inside & outside & found it in good condition*

## 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.)

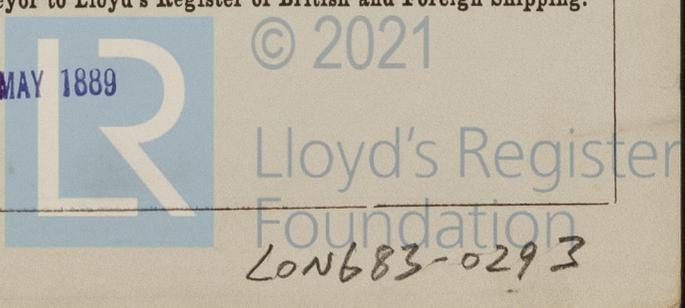
*Eligible in my opinion to remain classed + L.M.C. 6.85 as in the register book*

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

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

Committee's Minute \_\_\_\_\_ TUES 28 JUNE 1888 TUES 21 MAY 1889

Assigned \_\_\_\_\_



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

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

DP  
15/6/88

