

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

(Received at London Office,)

TUES 26 JUNE 1888

No. \_\_\_\_\_ Date of Writing Report \_\_\_\_\_ 188 \_\_\_\_\_ Port of \_\_\_\_\_  
 No. in Reg. Book. Survey held at Tilbury Date, first Survey 4 June Last Survey 1888  
639 on the Machinery of the S. J. Lord O'Neil Master Dunn No. of Visits  
 Tonnage { Gross 1876 Vessel built at Belfast By whom Harland & Wolff When 1884 YEAR. MONTH. 5  
 { Net 2753 Engines made at Belfast When \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_  
 Registered Horse Power 350 Owners Trust Shipowner's Port Belfast Voyage \_\_\_\_\_  
 No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock Tilbury DDR Class of Vessel & Machinery 100 A1  
 Steam Pressure in Main Boilers 90 (State name of Dock.) \_\_\_\_\_ (as in Register Book.) \_\_\_\_\_  
 in Donkey Boiler \_\_\_\_\_

Last Survey No. \_\_\_\_\_ Post \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Part 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 Seacocks and connections and found them good.

On removing the propeller some diagonal cracks were discovered in the conical part of the tailshaft, some of which penetrated at least 3/4 inch into the metal. A new tailshaft has been fitted.

Examined the Thrust, Tunnel and Crank-shafts and found them good.

Examined the pumps cylinders and slide valves and found them good.

There is no donkey boiler on board.

Examined the three main boilers (3 furnaces) and found them good. A few tubes have been expanded and one of the small stays renewed.

The safety valves could not be set as the vessel went to sea straight out of the drydock at 7 am. on Saturday morning.

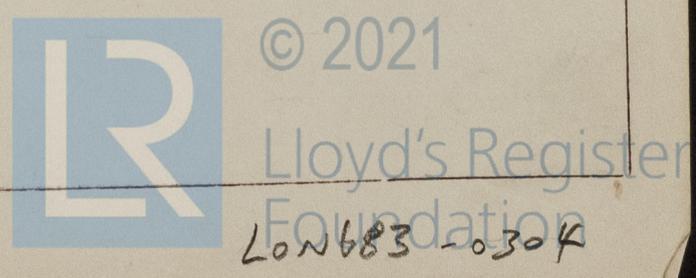
General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification + L.M.C. 6.88 recorded in the Register books when the safety valves have been examined and found in a good working condition.

(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 -	} 286 188
Special Damage, Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : 5 :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	217 188

Committee's Minute \_\_\_\_\_ FRIDAY 20 JUNE 1888 FRIDAY 6 JULY 1888

Assigned \_\_\_\_\_



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 when the safety valves have been examined

W.P.

28/6/88



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