

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

(Received at London Office,)

TUES 26 JUNE 1888

No. 639 Date of Writing Report Tilbury 188 Port of Tilbury
 Reg. Book. Survey held at Tilbury Date, first Survey 4 June Last Survey 1888
on the Machinery of the S. J. Lord O'Neil Master Dunn No. of Visits
 Tonnage Gross 1876 Net 2753 Vessel built at Belfast By whom Harland & Wolff When 1884 YEAR. MONTH. 5
 Registered Horse Power 350 Engines made at Belfast When Boilers, when made (Main) (Donkey)
 No. of Main Boilers 3 Owners Trust Shipowners Port Belfast Voyage
 Steam Pressure in Main Boilers 90 If Surveyed Afloat or in Dry Dock Tilbury DDR Class of Vessel & Machinery 100 A1
 in Donkey Boiler — (State name of Dock.) (as in Register Book.) 12 87
 Last Survey No. — Post — + L.M.C. 7. 84

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

C. H. Schromeyer
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRIDAY 20 JUNE 1888 FRIDAY 6 JULY 1888

Assigned



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Lloyd's Register

Foundation

LON 683 - 0304

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.F.

28/6/88

