

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

48553

No. *367* Port of *London* (Received at London Office, **FRIDAY 22 JUNE 1888**)
 No. in Reg. Book. Survey held at *London* Date of Writing Report *21. 6. 88* 188

Date, first Survey *June 12* Last Survey *June 20* 1888
 (No. of Visits *14*)

367 on the Machinery of the *S. S. "Forescue"* Tons, Net *754* Gross *1184*.
 Surveyed Afloat or in Dry Dock *Broadis* Vessel built at *St. Asqu.* in 1884 Engines made in 1884
 (State name of Dock.)

No. of Main Boilers *1* Made in 1884 Donkey Boiler made in 1884 Working Pressure, Main Boilers *80* lbs.;
 Working Pressure, Donkey Boiler *60* lbs.; Owners *J. Holman & Sons.* Port *Exeter.*

Last Survey No. _____ Port _____ Class of Vessel and Machinery *100 A1-I.M.C.5.84.*
 (As in Register Book.)

Particulars of Repairs and Examination *In S. S. No 1.*
 (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, the stern frame being broken, the stern tube was drawn as well as the tail shaft, these were examined. Found to be sound, the lignum vitae in bush renewed, & the whole replaced after the repairs. Examined cylinders, slides, air, circulating feed & bilge pumps all found in good condition. Crank, Thrust & tunnel shaft in good condition.

Main Boiler examined, this boiler is fitted with Fairbank's system of forced draught, found in good condition, with the exception of part of crown plate at front end of mid. furnace, this has been cut out & a patched patch fitted. Safety valves in good condition & set under steam to 80 lbs i

Which boiler & safety valves in good condition, safety valve in good condition is left at 60 lbs i

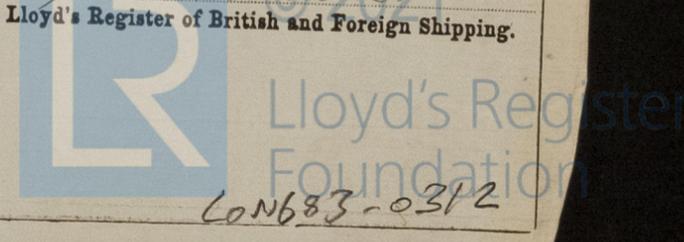
General Observations, Opinion, and Recommendation:— *The machinery being now in good & safe working condition renders the vessel eligible in my opinion to be marked in the Reg. Bk. with - I.M.C. 6. 88.*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and 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 :	
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	Received by me, <i>29/11 1888</i>

Geo. E. Wier
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **JULY 3 1888**

Assigned *+ Smk 6/88*



I. & S. Form N. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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 record

DF
2/7/88

