

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

48603  
JUL 1888

No. 936 Date of Writing Report July 3<sup>rd</sup> 1888 Port of London  
 No. in Reg. Book. 936 Survey held at London Date, first Survey June 25 Last Survey June 30 1885  
 on the Machinery of the S. S. Stilling Master J. B. Taylor No. of Visits 5  
 Tonnage Gross 560 Net 889 Vessel built at Newcastle By whom Palmer When 1876 YEAR. MONTH. 4  
 Registered Horse Power 110 Engines made at Palmer's When 1876 Boilers, when made (Main) 1876 (Donkey)  
 No. of Main Boilers 2 Owners J. Fenwick & Sons Port London Voyage Coast  
 Steam Pressure in Main Boilers 45 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery 90 A. 1. 5. 88  
 in Donkey Boiler 45 (State name of Dock.) Dry Dock (as in Register Book.) L.M.C. 2. 84

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? 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 vessel being in Limited Trials

Dry Dock, examined sea connections & propeller fastenings & found the shaft down 1/4"  
Examined cylinders, pistons, slide valves, steam chests, crank & tunnel shafting, also air, circulating feed & bilge pumps.  
found a slight flaw in after end of forward crank pin which is however hardly perceptible & does not look dangerous.

Examined main & donkey boilers both inside & outside also superheater. Found several rivets & stays in bad condition also joints leaking & sundry caulking required on shell  
A large patch has been put on starboard combustion chamber back & all rivets & screwed stays in bad condition have been replaced, also caulking done to shell

Examined main, donkey & superheater safety valves & found them satisfactory

Saw main & donkey boilers under steam & found them satisfactory

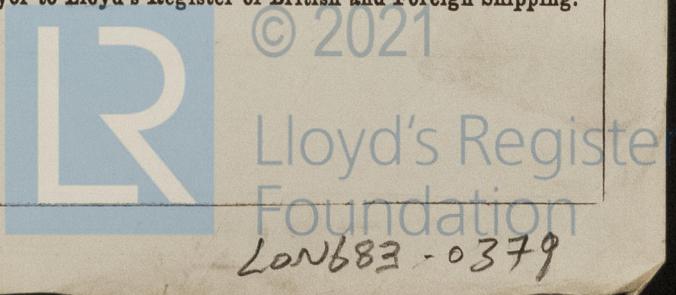
Main boilers safety valves blew at 45 lbs per sq inch  
Donkey " " " " 45 " " " "

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in good condition & she is now eligible in my opinion to be marked L.M.C. 6. 88 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
Survey Fee (per Section 25).....	£ 3 : 3 :	188
Special Damage, Fee (per Section 28).....	£ : :	} Received by me, <u>Maurice Nelson</u>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute FRIDAY 13 JULY 1888  
 Assigned L M C 6/88



Machinery of the Ship

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

It is submitted that this vessel is eligible to have the notification Smb. 6.88 recorded

D.P.  
12/7/88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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