

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

No. *936* Date of Writing Report *July 3<sup>rd</sup> 1888* Port of *London*  
 Reg. Book. Survey held at *London* Date, first Survey *June 25* Last Survey *June 30 1888*  
 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 *Palmers* When *1876* Boilers, when made (Main) *1876* (Donkey)  
 Registered Horse Power *110* Engines made at *Palmers* Owners *J. Fenwick & Sons* Port *London* Voyage *Coast*  
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *90 A. 1.5.88*  
 Steam Pressure in Main Boilers *45* (State name of Dock.) *L.M.C. 2.84*  
 in Donkey Boiler *45*

Last Survey No. *936* Port *London*

## 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 Liability*  
*Dry Dock, examined sea connections & propeller fastenings*  
*& found the shaft down to*  
*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:—

(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.)

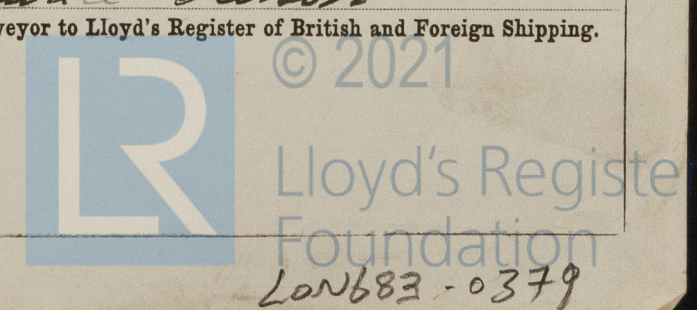
*vessel is now in good condition & she is now eligible*  
*in my opinion to be marked L.M.C. 6.88 in the*  
*Register Book*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 3 :	188
Special Damage, Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	141 188

Committee's Minute *FRIDAY 13 JULY 1888*

Assigned *L M C 6/88*

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



State 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

