

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

No. \_\_\_\_\_ Date of Writing Report *July 27<sup>th</sup>* 188 *8* Port of *London* (Received at London Office, *FRIDAY 27 JULY 1888*)  
No. in Reg. Book. *949* Survey held at *London* Date, first Survey *July 24<sup>th</sup>* Last Survey *July 26<sup>th</sup>* 188 *8*  
on the Machinery of the *S. S. Mosser* Master *Fitzch* No. of Visits *2*  
Tonnage { Gross *2035* Net *1323* Vessel built at *Stockton* By whom *Richardson Duck* When *1882* Boilers, when made (Main) *1882* (Donkey)  
Registered { Horse Power *350* Engines made at *Hull* Owners *Shaw Bushby & Co* Port *London* Voyage  
No. of Main Boilers *2* Steam Pressure in Main Boilers *45 lbs* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *100 A. 1. 1. 88*  
in Donkey Boiler (State name of Dock.) *L. M. C. 11. 86*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) *Partial Boiler 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? *This vessel being in the Millwall Dry Dock examined propeller fastenings & sea connections & found them satisfactory, shaft down 1/8" in the bulk.*  
*Examined main boilers & steam domes internally & externally & found them in a satisfactory condition*  
*Examined also main boiler safety valves & found them in good order*

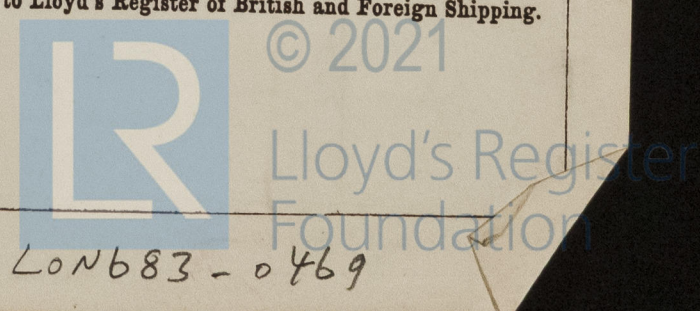
General Observations, Opinion, and Recommendation:— *The boilers & machinery of this vessel as far as seen are in good condition & she is eligible in my opinion to remain classed & to have the notification B. S. 4. 88 recorded in the Register book when the donkey boiler & safety valves have been examined & all safety valves tested under steam*

|  |                   |                  |              |
|--|-------------------|------------------|--------------|
| Office or Registration Fee (per Sec. 27).....  | £ <i>1. 10. 0</i> | Fees applied for | 188          |
| Survey Fee (per Section 25) .....              | £ <i>2 : 2 :</i>  |                  |              |
| Special Damage, Fee (per Section 28) .....     | £ : :             |                  |              |
| *Certificate (if required) as per margin ..... | £ : :             | Received by me,  |              |
| Travelling Expenses (if chargeable) .....      | £ : :             | <i>13/8</i>      | 188 <i>8</i> |

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

Committee's Minute *JULY 31 JULY 1888*

Assigned \_\_\_\_\_





It is submitted that this  
vessel is eligible to have  
the notification B S 788 reworded  
when the safety valves  
have been tested

The donkey boiler exam

W.P.

30/7/88

