

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

(Received at London Office,

SAT 25 AUGUST 1888

No. *48747* Date of Writing Report *August 23rd 1888* Port of *London*
 No. in Reg. Book. *385* Survey held at *London* Date, first Survey *August 22nd* Last Survey *August 22nd 1888*
 on the Machinery of the *S. S. Stapanayder* Master *Le Cornu* No. of Visits *1*
 Tonnage Gross *256* Net *155* Vessel built at *Penfrew* By whom *Henderson & Allen* When *1866* Boilers, when made (Main) *1878* (Donkey) *✓*
 Registered Horse Power *40* Engines made at *Penfrew* Owners *A. Chumwright* Port *London* Voyage *✓*
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *afloat* Class of Vessel & Machinery *A.1.8.87*
 Steam Pressure in Main Boilers *34* (State name of Dock.) *B.M.8.6.87*
 in Donkey Boiler *None* S. S. No. *3* 8.87

Last Survey No. *✓* Port *✓*

Particulars of Examination and Repairs (if any) *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 river examined boiler, steam dome & safety valves & found them in good order, safety valves are of the dead weight description & calculated to blow off at a pressure of 34 lbs per sq inch

General Observations, Opinion, and Recommendation:-- *Eligible in my opinion*

(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.)

to remain classed & to have the notification B.S.8.88 recorded in the Register Book

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 28) £ 1 : 1
 Special Damage, Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

3. 8 1888

received by me,

15/9 1888

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

Committee's Minute

Assigned

TUES 4 SEPT 1888

288, 54



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Foundation

State if a Report is also now sent on the Ship or if not, and when, one will be sent.

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

This Submitted that
this vessel is eligible
to have the record

B.S. 8.88

DP

3/9/88

