

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

No. *622* Date of Writing Report *18<sup>th</sup> Sept 1888* Port of *London* (Received at London Office, *WED 19 SEP 88*)  
No. in Reg. Book. *622* Survey held at *London* Date, first Survey *12<sup>th</sup> Sept* Last Survey *13<sup>th</sup> Sept 1888*  
on the Machinery of the *S. S. Lorne* Master *Reed* No. of Visits *1*  
Tonnage { Gross *763* Vessel built at *Hull* By whom *Gilbert & Coopers* When *1873* YEAR. MONTH. *3*  
Net *1787* Engines made at *Do* When *1873* Boilers, when made (Main) *1883* (Donkey)  
Registered Horse Power *98* Owners *W. J. Bailey* Port *Hull* Voyage *Copenhagen*  
No. of Main Boilers *2* *Surveyed* *At* or in Dry Dock *Fletcher Union & Co* Class of Vessel & Machinery *90 A1-388*  
Steam Pressure in Main Boilers *80* (State name of Dock.) (As in Register Book.) *ZMC 1, 86*  
in Donkey Boiler *40*

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Condition*

(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 these parts of each boiler?

*Sea connections + propeller fastenings in good condition*

## 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.)

*The machinery as far as seen now appears in a sound & efficient condition, rendering the vessel eligible in my opinion to remain as classed*

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

*H. H. Gray*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRIDAY 21 SEPT 1888

Assigned



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Lloyd's Register

LON684-0039



It is submitted that this  
vessel is eligible to remain  
as chartered.

ML  
20.5.88

