

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

(Received at London Office,)

TUES 25 SEPT 1888

48790

No. 118 Date of Writing Report 22.9.88 1888 Port of London  
 No. in Reg. Book. 118 Survey held at London Date, first Survey Sept. 6 Last Survey Sept 20<sup>th</sup> 1888  
 on the Machinery of the S. S. 'Neptuno' Master                      No. of Visits 4  
 Tonnage { Gross 877 Net 555 Vessel built at Swydd. By whom Ostorne & Graham When 1873-5  
 Registered Horse Power 130 Engines made at " When 1873 Boilers, when made (Main) 1873 (Donkey)  
 No. of Main Boilers 65<sup>lbs</sup> Owners Latham & Bromage. Port Swydd. Voyage                       
 Steam Pressure in Main Boilers 65<sup>lbs</sup> If Surveyed Afloat or in Dry Dock Canal Dry Dock. Class of Vessel & Machinery 100 A1.  
 in Donkey Boiler                      (State name of Dock.)                      (As in Register Book.) L.M.C. 1.87.

Last Survey No.                      Port                      B.S. 4.88.

Particulars of Examination and Repairs (if any) Change of Propeller.  
 (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?

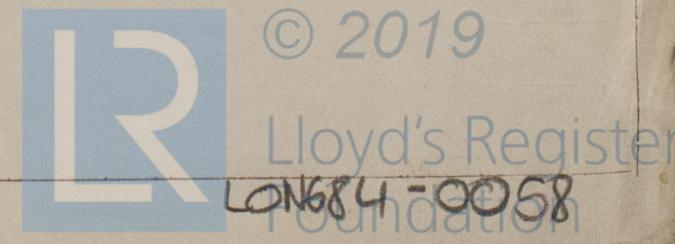
*Vessel placed in dry dock, sea connections examined & found to be in good condition, propeller disconnected tail shaft drawn, a new tail shaft & Blair's original propeller have now been fitted & the stern bush reworked  
 Examined the new tailshaft while in the shop & as far as could be seen the material & workmanship in good.*

General Observations, Opinion, and Recommendation:-- As far as seen this vessel  
 (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.)  
appears eligible to remain as classed

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 10/10 1888 received by me, 10/10 1888
Survey Fee (per Section 28) .....	£ ✓ : ✓	
Special Damage, Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

*[Signature]*  
 Geo. E. Wiseman  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute                      TUES 2 OCT 1888  
 Assigned                     



T. & S. Form No. 9—Transfer Ink—5000, 25/4/88. \* Certificate to be sent to the Committee's Minute. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

It is Submitted that  
this vessel is eligible  
to remain as classed

AP  
27/9/58

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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