

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

(Received at London Office,

WEDNES, 10 OCT 1888

No. *220* Date of Writing Report *9. 10. 88* 188 Port of *London*
No. in Reg. Book. *220* Survey held at *London* Date, first Survey *6 Oct. 1888* and Last Survey *6 Oct. 1888*
on the Machinery of the *S.S. "El Dorado"* Master *J. & W. Smith* No. of Visits *1882-7*
Tonnage Gross *1343* Net *864* Vessel built at *North Shields* By whom *J. & W. Smith* When *1882* Boilers, when made (Main) *1882* (Donkey)
Registered Horse Power *150* Engines made at *Newcastle* When *1882* Boilers, when made (Main) *1882* (Donkey)
No. of Main Boilers *2* Owners *Scutcheon Sons & Co.* Port *London* Voyage *London*
Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Class of Vessel & Machinery 100 A1*
in Donkey Boiler *(as in Register Book.) -1- LMC 3.87.*

Last Survey No. *220* Port *London*

Particulars of Examination and Repairs (if any) *In Annual 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?

*Vessel placed in dry dock sea connections examined & found
to be in good condition, propeller disconnected, & a new solid
propeller fitted.*

General Observations, Opinion, and Recommendation:— *As far as seen this*
(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 appears eligible 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

Geo. C. Wiermison.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 12 OCT 1888*

Assigned

Remain as classed



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Lloyd's Register
Foundation

LON684-0106

It is submitted that
the vessel is eligible
to remain as closed

HL
11.10.00