

48883

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

(Received at London Office.)

MON 29 OCT 1888

No. *50* Date of Writing Report *27. 10. 88* 1888 Port of *London*
 No. in Reg. Book. Survey held at *London* Date, first Survey *Oct. 24* Last Survey *Oct. 25* 1888
 on the Machinery of the *S. S. "Palmyra"* Master *Palmer & Co* No. of Visits *2*
 Tonnage Gross *960* Net *707* Vessel built at *Newcastle* By whom *Palmer & Co* When *1866-7*
 Registered Horse Power *140* Engines made at *When 1866 Boilers, when made (Main) 1872 (Donkey) 1887*
 No. of Main Boilers *2* Owners *J. Fenwick & Son Port London* Voyage *MS. 3.85*
 Steam Pressure in Main Boilers *75 lbs* Surveyed Afloat or in Dry Dock *River Thames* Class of Vessel & Machinery *90 A*
 in Donkey Boiler *(State name of Dock.)* (as in Register Book.)
 Last Survey No. *Port* *S. S. No 3-380 1-85* *B. S. 11. 87.*

Particulars of Examination and Repairs (if any) *For Annual 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?
 Is was not done, state for what reasons?
 ES what parts of the Boilers could not be thus thoroughly examined?
 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?

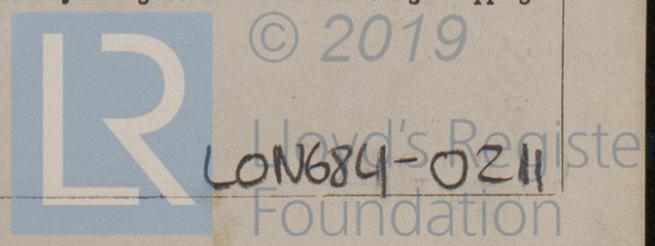
Main boilers examined internally & externally one square riveted patch found in back comb. chr. plate of each furnace in Port boiler recommended the one in wing furnace to be renewed. This has been done, the remainder of boilers in fairly good condition Safety valves examined, found in good condition & loaded with a weighted lever to 75 lbs
Winch boiler fitted in Sept. 1887.

General Observations, Opinion, and Recommendation:— *The boilers being now in good & safe working condition renders the vessel eligible in my opinion to remain as classed & have the notification B. S. 10. 88 recorded, subject to the boilers being again examined within 12 months as per rule.*
 (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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2	1. 11. 1888
Special Damage, Fee (per Section 28)	£ : :	Received by me, <i>Geo. E. Murreison</i>
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

Geo. E. Murreison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *✓* *TUES 6 NOV 1888*
 Assigned *BS 10/88*



T. & S. Form No. 9—Transfer Ink—6000, 254938
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 to also copy sent on the ship
 or if not whether

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

It is submitted that this vessel is eligible to have B.S. 10,88 recorded

Ald
2.11.88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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