

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

48925  
FRIDAY 9 NOV 1888

(Received at London Office.)

No. *254* Date of Writing Report *9 Novr 1888* Port of *London*  
 No. in Reg. Book. *254* Survey held at *London* Date, first Survey *Nov 6<sup>th</sup>* Last Survey *Nov 7<sup>th</sup> 1888*  
 on the Machinery of the *Sm. S. "Kompasail"* Master  
 Tonnage { Gross *1058* Net *1636* Vessel built at *N. Shields* By whom *T.W. Smith* No. of Visits  
 Registered Horse Power *180* Engines made at *Newcastle* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*  
 No. of Main Boilers *2* Owners *Scrutton Sons & Co* Port *London* Voyage *W. Indies*  
 Steam Pressure in Main Boilers *80* If Surveyed *Afloat or in Dry Dock* *Brown's Poplar* Class of Vessel & Machinery *100A1-3, 88*  
 in Donkey Boiler *+ LMC-4, 84*

Last Survey No. *48227* Port *Lon*

Particulars of Examination and Repairs (if any) *S. S. No 1 (Completion)*

(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?

*Tail shaft drawn in & found good & stern bush relined with lignum vitae.*

*Sea cocks & connections examined & found satisfactory*

General Observations, Opinion, and Recommendation:— *The machinery as far as*

(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.)

*seen now appears in a sound & efficient condition rendering the vessel eligible in my opinion to remain as classed & to have LMC-3, 88 recorded*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 1 : 1 : 0	15 11 1888
Special Damage, Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	Received by me,
Travelling Expenses (if chargeable) .....	£ : :	17/4 1888

*Ho. L. Gay*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 16 NOV 1888*

Assigned

*+ LMC 3/88*



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Lloyd's Register

LON684-0267

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



It is submitted that this  
vessel is eligible to have  
+ LMC 3.88 recorded

MLD

16.11.88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation