

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

No. *48983* (Received at London Office, SAT 8 DEC 1888)
 Date of Writing Report *8 Dec 1888* Port of *London*
 No. in Reg. Book. *622* Survey held at *London* Date, first Survey *Nov 3* Last Survey *Dec 8* 1888
 on the Machinery of the *Sm S.S. "Dorne"* Master *Reed* No. of Visits *5*
 Tonnage { Gross *763* Net *1187* Vessel built at *Hull* By whom *Gilbert & Cooper* When *1873* Boilers, when made (Main) *1883* (Donkey) *1873*
 Registered Horse Power *98* Engines made at *do* Owners *W.S. Bailey* Port *Hull* Voyage *Baltic*
 No. of Main Boilers *1* Steam Pressure— in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Union River* Class of Vessel & Machinery *90A1-9, 188*
 in Donkey Boiler *40* (State name of Dock.) *L.M.C.-1, 86*
 Last Survey No. *S.S.N. 3-1, 86.* Port

Particulars of Examination and Repairs (if any) *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? *Yes*

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? */*

Main boiler + Safety valves examined internally and externally + found in good condition. Safety valves adjusted under steam to 85 lbs per sq inch.

Winch boiler examined internally + externally, it was found thin round blow off cock, a patch has now been riveted here. Safety valve dead weight examined blew at 40 lbs per sq inch.

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 + to have BS-10, 88 recorded, provided that the boiler are again examined within 12 months as per rule.

| | | |
|---|--------------------|----------------------------------|
| Office or Registration Fee (per Sec. 27)..... | £ <i>20/3/89</i> | Fees applied for |
| Survey Fee (per Section 28)..... | £ <i>2 : 2 : 0</i> | <i>10. 12. 88</i> |
| Special Damage, Fee (per Section 28)..... | £ : : | |
| *Certificate (if required) as per margin..... | £ : : | Received by me, <i>22/3 1889</i> |
| Travelling Expenses (if chargeable)..... | £ : : | |

John L. Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES 11 DEC 1888

Assigned

BS 10/88

It is submitted that this
vessel is eligible to have
B.S. 10.88 Recor

R.H.
10.12.88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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