

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

(Received at London Office,)

FRIDAY 14 DEC 1888

No. *107* Date of Writing Report *13. 12. 88* 188 Port of *London*
 No. in Reg. Book. *107* Survey held at *London* Date, first Survey *Dec. 3* Last Survey *Dec. 5* 1888
 on the Machinery of the *S. S. "Kent"* Master *Wm. Wigram* No. of Visits *2*
 Tonnage { Gross *2484* Net *1620* Vessel built at *Glasgow* By whom *Lon. & Glas. Co.* When *1883* Boilers, when made (Main) *1883* (Donkey)
 Registered { Horse Power *300* Engines made at *"* When *1883* Boilers, when made (Main) *1883* (Donkey)
 No. of Main Boilers *2* Owners *M. Wigram & Sons* Port *Glasgow* Voyage *"*
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *"* Class of Vessel & Machinery *100 A1*
 in Donkey Boiler *"* (State name of Dock.) (as in Register Book.) *+ L.M.C. 4.87.*

Last Survey No. *"* Port *"*

Particulars of Examination and Repairs (if any) *Repairs to 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 examd. found to be in good condition. The four blades of propeller (one broken) have been removed, the studs overhauled, four new steel blades fitted the tail shaft drawn examd. found in good condition, the stern bush renewed & the propeller replaced.

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
Survey Fee (per Section 28)	£	1	1	<i>17 12 1888</i>
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	<i>12/1 1889</i>

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

Committee's Minute

TUES 18 DEC 1888

Assigned *Remain as classed*



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

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

A.L.

17.12.88

REYERS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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