

49038

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

No. _____ Date of Writing Report 1st Jan'y 1888 Port of London
(Received at London Office, _____)
No. in Reg. Book. 1076 Survey held at London Date, first Survey 18th Decr Last Survey 18th Decr 1888
on the Machinery of the S. S. "Sussex" Master Longley No. of Visits 1
Tonnage { Gross 2484 Net 1620 Vessel built at Glasgow By whom London & Glasgow S.B.C. When 1883 . 6
Registered Horse Power { 300 Engines made at D^o When 1883 Boilers, when made (Main) — (Donkey) —
No. of Main Boilers — Owners M. Nigam & Co. Ltd Port Glasgow Voyage Antwerp
Steam Pressure in Main Boilers — If Surveyed Afloat or in Dry Dock Green's Class of Vessel & Machinery 100 A1
in Donkey Boiler — (State name of Dock.) (As in Register Book.) L.M.C. 8. 87.

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) 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? not required

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? —

Examined the propeller, which was constructed with portable blades of Cast iron, and found one of them broken off close to the boss, the other three blades were in good order and properly fixed. It was reported that two of them were fixed on, under water, when the vessel was at Malta. These Cast iron blades were about to be removed and Cast steel ones fitted. The stern bush, propeller boss & shaft, as far as could be examined were in good condition.

General Observations, Opinion, and Recommendation :— In my opinion the Machinery

(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.)

of this vessel as far as seen, was in a safe working condition and eligible to remain as classed. (viz) L.M.C. 8. 87

Office or Registration Fee (per Sec. 27).....	£ <u>—</u> :	Fees applied for 188 received by me, 188
Survey Fee (per Section 28)	£ <u>—</u> :	
Special Damage, Fee (per Section 28)	£ <u>—</u> :	
*Certificate (if required) as per margin	£ <u>—</u> :	
Travelling Expenses (if chargeable).....	£ <u>—</u> :	

William Allison
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 4 JAN 1889
Assigned Remain as classed

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

N. A.

1-1-89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Register of Survey for Rebuilders & of Engines & Boilers

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