

49088

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

(Received at London Office,)

No. \_\_\_\_\_ Date of Writing Report 1<sup>st</sup> Jan'y 1888 Port of London  
 No. in Reg. Book. 1076 Survey held at London Date, first Survey 18<sup>th</sup> Decr Last Survey 18<sup>th</sup> Decr 1888  
 on the Machinery of the S. S. "Sussex" Master Langley 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<sup>o</sup> 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 A 1  
 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? ✓

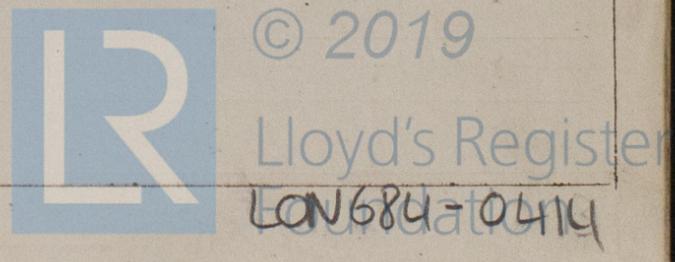
*Examined the propeller, which was constructed with portable blades of Cast-iron, and found one of them broken off close to the boss, the other three blades were in good order and properly fixed. It was reported that two of them were fixed on, under water, when the vessel was at Malta. These Cast-iron 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 of this vessel as far as seen, was in a safe working condition and eligible to remain as classed. (By) L.M.C. 8. 87*  
 (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).....	£ <u>—</u> :	} Fees applied for
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> :	
		188
		received by me,
		188

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

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



THE REGISTER OF SHIP AND MACHINERY PRECISELY AS IN THE REGISTER BOOK.

