

49107

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

Received at London Office,

THURS 24 JAN 1889

No. _____ Date of Writing Report *Jan 23rd 1889* Port of *London*
No. in Reg. Book. Survey held at *London* Date, first Survey *Jan 16th* Last Survey *Jan 18th 1889*
212 on the Machinery of the *S.S. Hamingo* Master _____ No. of Visits *2*
Tonnage { Gross *255* Vessel built at *Hull* By whom *Messrs. Earles & Co* When *1886* YEAR. MONTH.
Net *134* Engines made at *Hull* When *1885* Boilers, when made (Main) *1885* (Donkey) _____
Registered Horse Power { *80* Owners *Gt. Grimsby Ice Co.* Port *Grimsby* Voyage _____
No. of Main Boilers _____ If Surveyed Afloat or in Dry Dock *Union Dry Dock* Class of Vessel & Machinery *100A.1.685.*
Steam Pressure in Main Boilers *140.* (State name of Dock.) (As in Register Book.) *+L.M.C 6.85.*
in Donkey Boiler _____

Last Survey No. _____ Port _____
Particulars of Examination and Repairs (if any) *Damage and Part S.S. No. 1.*
(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? ☒

This vessel having been in collision - Examined all sea-cocks and sea connections, Propeller and stern bush - All satisfactory. Propeller taken off and new guard-ring fitted to stern-bush, in anticipation of S.S. No. 1. which will become due shortly.

General Observations, Opinion, and Recommendation :-- *The machinery of this vessel being new, as far as seen by me, is in a sound and efficient condition, she is eligible in my opinion to remain as classed.*
(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) | £ | : | : | Fees applied for 188 received by me, 188 |
| Survey Fee (per Section 28) | £ | : | : | |
| Special Damage, Fee (per Section 28) | £ | : | : | |
| *Certificate (if required) as per margin | £ | : | : | |
| Travelling Expenses (if chargeable) | £ | : | : | |

Hubert M. Rogers.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES 29 JAN 1889

Assigned *Remain as classed*

Use if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 1. Transfer Fee

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



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Lloyd's Register

Foundation

LON 1885-0008

It is submitted that this
bessel is eligible to
remain as bessel

ML
26.1.89

