

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

No. 121 Date of Writing Report 14 Feb 1889 Port of London
No. in Reg. Book. 121 Survey held at London Date, first Survey Feb 5 Last Survey Feb 15 1889
on the Machinery of the Sm. sp. "Kestrel" Master Cotton No. of Visits 3
Tonnage { Gross 586 Vessel built at Sunder By whom Gowley Bro. When 1878 YEAR. MONTH.
Net 960 Engines made at " When 1878 Boilers, when made (Main) 1878 (Donkey) 1878
Registered Horse Power 155 Owners Gen. Steam Nav. Co. Port London Voyage Hamburg
No. of Main Boilers 2 Steam Pressure in Main Boilers 65 If Surveyed Afloat & in Dry Dock E.S.N. Co. Class of Vessel & Machinery 100 A 1-12, 8
in Donkey Boiler 47 (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) B.S. - 2, 86
B.S. - 12, 87

Last Survey No. 121 Port London

Particulars of Examination and Repairs (if any) B.S.

(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 boilers domes & safety valves examined internally & externally & found good, one short stay being renewed. Valves adjusted under steam to 65 lbs per sq inch.

Winch boiler examined internally & externally & found in good condition, valves blown under steam at 47 lbs.

Sea connections & propeller & fastenings in good condition

General Observations, Opinion, and Recommendation:— The machinery being now as

(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: thus for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

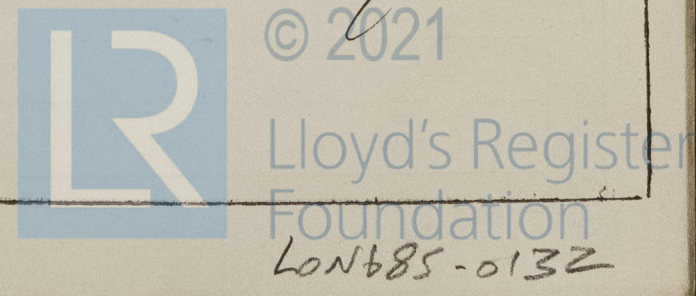
far as seen in a sound & efficient condition under the vessel eligible in my opinion to remain as classed & to have

B.S. - 2, 89 nm recorded

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2 : 0	212 1889
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	22/5 1889

Mr. L. G. Bay
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 23 FEB 1889
Assigned B.S. 2/89



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

T. & S. Form No. 8—Transfer Int.—6000, 28/1/89. • Certificate to be sent to Committee's Minute

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

N.B.— If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this
vessel is eligible to have
B. S. 2. 89 recorded

N.A.

21-2-89



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