

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

49223

(Received at London Office, MON 25 FEB 1889)

No. 646 Date of Writing Report 23 Feb 1889 Port of London
 No. in Reg. Book. 646 Survey held at London " Prior " Date, first Survey Jan 25 Last Survey 21 Feb 1889
 on the Machinery of the Am S.S. "Prior" Master Graham No. of Visits 5
 Tonnage Gross 1061 Net 1653 Vessel built at Newcastle By whom Cole Bro. When 1874 11
 Registered Horse Power 150 Engines made at " When 1874 Boilers, when made (Main) 1886 (Donkey) 1886
 No. of Main Boilers 2 Owners H. Blair & Co. Port Leith Voyage Cadiff
 Steam Pressure in Main Boilers 90 Surveyed Afloat in Dry Dock Millwall Dry Dock Class of Vessel & Machinery A 17,88
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) SMC-11,86

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Crank Shaft.
(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? No
 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 crank found a flaw in after fillet of the forward crank pin. A new built shaft has now been fitted marked 1733A. Also new main bearing brasses.
 Sea connections & fastenings & propellers examined & found good.*

General Observations, Opinion, and Recommendation:— The machinery being now as for as seen in a sound & efficient condition renders the vessel 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: thus for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	188
Special Damage Fee (per Section 28)	£	2	2	0
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				received by me, 2/3 1889

Thos. L. Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 1 MARCH 1889
 Assigned Remain as classed



L. & C. Form No. 9 - Trawler Ink - (20) - 1/1889. (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.

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
beard is eligible to
remain as classed

Ad
28.2.89



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