

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

49256

(Received at London Office, SAT 9 MARCH 1889)

No. _____ Date of Writing Report 9.3.89 1889 Port of _____
 No. in Reg. Book. Survey held at London Date, first Survey Mar 2 Last Survey Mar 8 1889
161 on the Machinery of the S.S. "Fifehire" Master _____ No. of Visits 3
 Tonnage { Gross 3720 Vessel built at Newcastle By whom Swan & Hunter When 1887-7
 { Net 2425 Engines made at Sheffton When 1887 Boilers, when made (Main) 1887 (Donkey)
 Registered Horse Power 400 Owners Lumbell Martin & Co Port Glasgow Voyage _____
 No. of Main Boilers _____
 Steam Pressure in Main Boilers 160 lbs Surveyed Afloat or in Dry Dock Thames S. Works Class of Vessel & Machinery 100 A 1
 in Donkey Boiler _____ (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) - T.M.C. 9.87

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Repairing 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? _____

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? _____

Vessel placed in dry dock sea connections examd. & found to be in good condition. Propeller disconnected tail shaft drawn, examd. & found in good condition propeller boss, rebed shaft trued up in lathe & afterwards replaced.

General Observations, Opinion, and Recommendation:— As far as seen this vessel
(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.)
appears eligible to remain as classed

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

Geo. E. Merriam
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute MAR 12 1889
 Assigned Remain as classed

T. & S. Form No. 9—revised for use of 00, 28, 1/89. * Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minutes.

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
hasul is the
remain to be

Ad

11.3.89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

