

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

No. _____ Date of Writing Report 10 Mar 1889 Port of London
 No. in Reg. Book. Survey held at London Date, first Survey 25 Feb Last Survey Mar 6 1889
960 on the Machinery of the Iron s/s "Stork" Master Mallett No. of Visits 4
 Tonnage { Gross 481 Net 843 Vessel built at Dundee By whom James Caird & Co When 1864 7
 Registered Horse Power 185 Engines made at " When 1878 Boilers, when made (Main) 1878 (Donkey) 1878
 No. of Main Boilers 2 Owners General Steam Nav Co Port " Voyage Hamburg
 Steam Pressure— in Main Boilers 66 If Surveyed Afloat or in Dry Dock G. S. M. Co. Ltd. Class of Vessel & Machinery A 1-3, 88
 in Donkey Boiler 45 (State name of Dock.) River (As in Register Book, including date of last Boiler Survey.) SMC - 3, 88

Last Survey No. _____ Port _____

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? ✓

Examined two main boilers ^{and domes} internally and externally and found in good condition, several small patches having been renewed. Safety valves examined and adjusted under steam to 66 lbs per sq inch.
 Winch boiler examined internally & externally & found in good condition, valves blown under steam at 42 lbs.
 Sea connections for 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 and efficient condition renders the
vessel eligible in my opinion to remain as classed and to
have B.S. - 3, 89 now recorded

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 25)	£ 2 : 2 : 0	188
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	29/3 188

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

Committee's Minute TUES 12 MARCH 1889

Assigned B S 3/89



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LONB85-0233

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

T. & S. F. 1889. 25/1/89. Certificate to be sent to

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

It is submitted that this
vessel is eligible to have
B.S. 3.89 recorded

Ad.
11.3.89

