

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

49266

11/3/89

No. _____ Date of Writing Report 10 Mar 1889 Port of London
 No. in Reg. Book. 960 Survey held at London Date, first Survey 25 Feb Last Survey Mar 6 1889
 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 Watt 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. Dock 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.)
for 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

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|--|-------------|------------------|
| 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 |

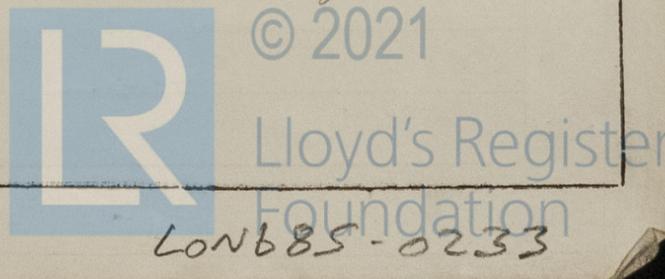
Thos L Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 12 MARCH 1889
 Assigned B S 3/89

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. 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
vessel is eligible to have
B.S. 3. 89 recorded

Md.
11. 3. 89



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