

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

(Received at London Office, _____)

No. _____ Date of Writing Report 21st April 1889 Port of London
 No. in Reg. Book. 226 Survey held at Deptford, London Date, first Survey 12th April Last Survey 25th April 1889
on the Machinery of the S. S. Penguin Master _____ No. of Visits _____
 Tonnage { Gross 935 Net 512 Vessel built at Dundee By whom Messrs Goulay Bros When 1876 - 5
 Registered Horse Power 220 Engines made at Dundee When 1876 Boilers, when made (Main) 1886 (Donkey) _____
 No. of Main Boilers 2 Owners Gen. Steam Nav. Co Port London Voyage Newcastle
 Steam Pressure in Main Boilers 65 lbs If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery LMC 7.85
 in Donkey Boiler _____ (State name of Dock.) _____ (As in Register Book, including date of last Boiler Survey.) NB. 86

Last Survey No. _____ Port _____ B.S. 5.86

Particulars of Examination and Repairs (if any)

(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?

Examined the main boilers throughout & found them in very good order. Examined the safety valves.

The Cylinders, slide valves, Pumps, Condensers, Crank shaft throughout, Thrust shaft in lathe in the shops having collars refaced, all found in good condition.

The after length of crank shaft had been removed & a new one is to be fitted.

The sea connections were recently examined by Mr Gray.

To complete the Survey the donkey boiler should be examined internally, the new after length of crank shaft examined in place, & the safety valves adjusted under steam to the working pressures.

25th Apr A new after crank shaft now fitted.

Main valves adjusted under steam at 65 lbs & donkey boiler valve at 45 lbs Satisfactorily.

Tail shaft was drawn & refaced for Board of Trade Survey, but it was not seen by one of the Society's Surveyors.

General Observations, Opinion, and Recommendation:—

(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.)

vessel as far as seen are in good order & in my opinion will be eligible for the record LMC 4.89 when the Survey has been completed as set forth above.

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

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

Committee's Minute

Assigned

Section Ref No: 49331



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Lloyd's Register Foundation

LON 685-0319

It is submitted that this vessel will
be eligible to have L.M.C 4.89.
recorded, when the Donkey boiler
is examined internally, the new
after length of crank shaft
examined in place
and the safety valves
adjusted under
steam.

N.A.
24-4-89

