

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

49369  
FRIDAY 12 APRIL 1889

No. 123 Date of Writing Report 9 April 1889 Port of London  
 No. in Reg. Book 123 Survey held at London Date, first Survey 28 March Last Survey 8 April 1889  
 on the Machinery of the Sm s/s "Laju" Master Mann No. of Visits 7  
 Tonnage Gross 1246 Net 1910 Vessel built at Sunderland By whom J. Raing When 1881 Boilers, when made (Main) 1881 (Donkey) 1881  
 Registered Horse Power 200 Engines made at " Owners Streib S. S. Raju Port London Voyage Singapore  
 No. of Main Boilers 2 Steam Pressure in Main Boilers 80 in Donkey Boiler 60  
 # Surveyed Afloat X in Dry Dock Lo West India Class of Vessel & Machinery 100 A-1-988  
 (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) L.M.C.-3, 86  
BS-2, 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 domes & safety valves internally & externally & found them in good condition, valves adjusted to blow under steam at 82 lbs per sq inch.  
 Winch boiler examined internally & externally & found satisfactory, a small piece at bottom of one vertical seam in firebox having been cut out & patched, have slab secured by pins & tested under steam at bolts.  
 Sea connections & propeller & fastenings in good condition, The propeller shaft was found down nearly  $\frac{3}{8}$ " this is to be drawn & new wood fitted on the vessels return.

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 & to have BS-4, 89 now recorded provided that the tail shaft is lined up on the vessels return from her present voyage

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2 : 0	12/4 1889
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable)	£ : :	16/4 1889

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

Committee's Minute TUES 16 APRIL 1889  
 Assigned BS 4/89  
Note limitation



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

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. 4 89, recorded and to remain as classed subject to the stern bush being relined with lignum vitae when the vessel returns from her present voyage  
W. A.

15.4.89



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