

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

49386  
MON 1 APRIL 1889

No. *33* Date of Writing Report *30 Mar* 188*9* Port of *London*  
 No. in Reg. Book. *Survey held at London* Date, first Survey *28 Mar* Last Survey *28 Mar* 188*9*  
 on the Machinery of the *Iron s/s "China"* Master \_\_\_\_\_ No. of Visits *1*  
 Tonnage Gross *7183* Net *1746* Vessel built at *Newcastle* By whom *Wigham Richardson* When *1869* 5  
 Registered Horse Power *185* Engines made at *Camp Hull* When *1877* Boilers, when made (Main) *1877* (Donkey) *1877*  
 No. of Main Boilers \_\_\_\_\_ Owners *W. S. Bailey* Port *Hull* Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers *60* ~~If Surveyed Afloat or~~ in Dry Dock *Millwall* Class of Vessel & Machinery *AV-1, 89*  
 in Donkey Boiler \_\_\_\_\_ (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *L.M.C. 4, 86*  
*AS - 4, 88*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) *Condition*  
 (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?

*Sea connections in good order  
 New studs now fitted to 3 blades of propeller  
 Gave notice of B.S. being nearly due.*

General Observations, Opinion, and Recommendation:— *The machinery is as far as seen now appears to be in a sound & efficient condition rendering the vessel eligible in my opinion to remain as classed*  
 (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.)

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

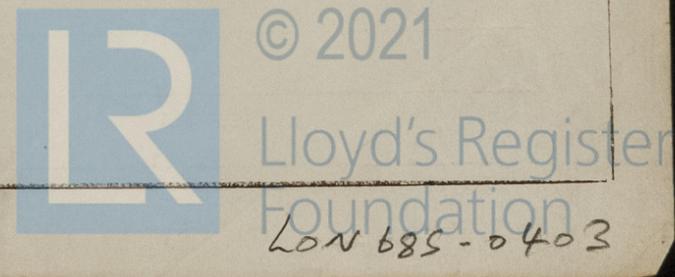
*W. H. Gray*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 26 APRIL 1889*  
 Assigned \_\_\_\_\_

State if a report is also now sent on the ship or if not, and when one will be sent.

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

T. & S. Form No. 2—Trans. 6000, 28/1/89. \* Certificate to be sent to the space for Committee's Minute. (The Surveyors are requested not to write on or below the space for Committee's Minute.)



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 remain as classed

N.A.

25-4-89



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