

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

No. *33* Date of Writing Report *30 Mar* 188 *9* Port of *London*  
(Received at London Office, *MON 1 APRIL 1889*)  
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 *Wigham Richardson* No. of Visits *1*  
Tonnage Gross *1183* Net *1746* Vessel built at *Newcastle* By whom *Wigham Richardson* When *1869* YEAR. MONTH. *5*  
Registered Horse Power *185* Engines made at *Ampt Hull* When *1877* Boilers, when made (Main) *1877* (Donkey) *1877*  
No. of Main Boilers *2* 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 *A1-1, 89*  
in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *Lmc-4, 86*  
*15-4, 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*  
(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.)

*seen now appears to be in a sound & efficient condition*  
*rendering the vessel eligible in my opinion to remain*  
*as classed*

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

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

Committee's Minute

FRIDAY 26 APRIL 1889

Assigned



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LON 685-0403



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It is submitted that this  
vessel is eligible to  
remain as classed

D.A.

25-4-89



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