

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

(Received at London Office, TUES 16 APRIL 1889)

No. 24 Date of Writing Report 16.4.89 1889 Port of London
 No. in Reg. Book. 24 Survey held at London Date, first Survey Mar. 20 Last Survey Apr. 15 1889
 on the Machinery of the S. S. "Lainui" Master W. Denny & Sons No. of Visits 8
 Tonnage { Gross 5031 Net 3231 Vessel built at Dumblin By whom W. Denny & Sons When 1884-9
 Registered Horse Power 800 Engines made at " When 1884 Boilers, when made (Main) 1884 (Donkey)
 No. of Main Boilers 4 Owners Shaw Savill & Albion Co Port Glasgow Voyage
 Steam Pressure in Main Boilers 160lbs Surveyed Afloat in Dry Dock Albert Class of Vessel & Machinery 100 A1
 in Donkey Boiler 80 (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) L.M.C. 1.85

Last Survey No. Port

Particulars of Examination and Repairs (if any) S. S. No. 1

(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?

Vessel placed in dry dock, sea connections examd. & found to be in good condtn. the propeller & its fastenings found & the tail shaft a good fit in Stern bush.

Examd. cyldrs: slides, air, circ; feed & bilge pumps & valves all found in good condtn. Crank, thrust & tunnel shafting in good condtn. Main boilers examd. internally & externally. & found in good condtn. Auxiliary Boiler has been retubed, & patch in saddle plate of St. furnace repaired, Safety valves in good condtn. Trinch boiler & safety valves examd. & found in good condtn.

All safety valves examd. found in good condition & set under steam to 160lbs on Main Boilers & 80lbs on the Supplementry. & Trinch do.

The thrust shaft (report herewith) is carried as spare.

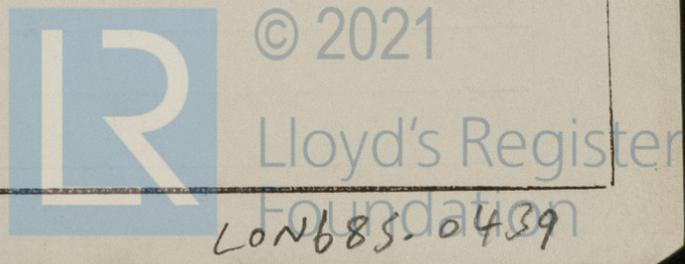
General Observations, Opinion, and Recommendation:—

(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.)
 in good & safe working condition renders the vessel eligible in my opinion to be marked in the Reg. Bk. with L.M.C. 4.89

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 5 : 5	} 27.4 1889 received by me, 9.5 1889
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : 5 :	
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute TUES 30 APRIL 1889
 Assigned + Lueb 4/89



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

It is submitted that this
bevel is eligible to have
+ Im @ 4. 89 recorded

M.S.

29. 4. 89



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