

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

40434

No. \_\_\_\_\_ Date of Writing Report May 1<sup>st</sup> 1889 Port of London (Received at London Office, WED 1 MAY 1886)  
 No. in Reg. Book. Survey held at London Date, first Survey April 12 Last Survey April 20 1889  
52 on the Machinery of the S.S. James Gray Master Harrison No. of Visits 4  
 Tonnage { Gross 428 Net 459 Vessel built at Newcastle By whom Palmers When 1863 YEAR. MONTH.  
 Registered Horse Power 99 Engines made at Newcastle When 1885 Boilers, when made (Main) 1885 (Donkey) Rome  
 No. of Main Boilers 1 Owners J. Penwell & Sons Port London Voyage Coast  
 Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.)  
 in Donkey Boiler none Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) A.1.4.84 + L.M.C. 6.85

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Special Survey  
 (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 main boiler & valves internally & externally in good condition  
Examined cylinders pistons slides & valves, and all pumps, & thrust & tunnel shafting.  
Crank shaft trued up in lathe and a new centre crank pin fitted & secured at each end with four bolts  
Sea cocks & connections in good order

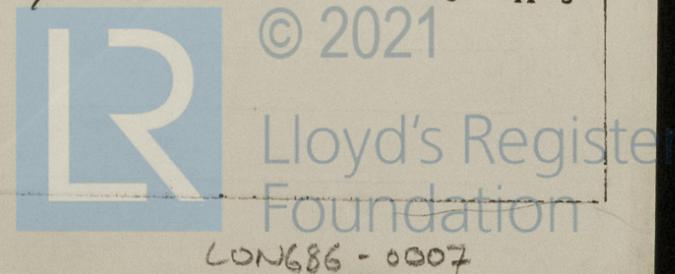
Examined crankshaft which has been properly bedded down, examined also sundry sea cocks & found them in order  
Set main safety valves to 150 lbs per sq inch

General Observations, Opinion, and Recommendation:— The machinery & boilers of this vessel being now in good condition she is eligible in our opinion to be classed + L.M.C. 5.89 in the Register-Book  
 (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, S.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 3 : 3 :	188
Special Damage Fee (per Section 28) .....	£ : :	received by me,
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	45 188

Thos. H. Gray & Francis Pitson  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 7 MAY 1889  
 Assigned + L.M.C. 5/89



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

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 + L.M. C-589 recorded  
N.A.  
7-5-89



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