

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

49513

WED 22 MAY 1889

No. in Reg. Book. *114* Survey held at *London* Port of *London*  
 Date of Writing Report *21. 5. 89* 188  
 Date, first Survey *May 13* Last Survey *May 21* 1889.  
 (No. of Visits *5*)  
 Tons, Net *1578* Gross *2472*.  
 If Surveyed Afloat or in Dry Dock *Pontoon* Vessel built at *Smidda*: in 1886 Engines made in 1886.  
 (State name of Dock.)  
 No. of Main Boilers *1* Made in 1886 Donkey Boiler made in 1886 Working Pressure, Main Boilers *147* lbs.;  
 Working Pressure, Donkey Boiler *147* lbs.; Owners *Augur Bros.* Port *London*.  
 Last Survey No. *100 A1* Class of Vessel and Machinery *100 A1*  
 (As in Register Book).

Particulars of Repairs and Examination *Damage*  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)  
*-1-LMC. 10.86.*

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?

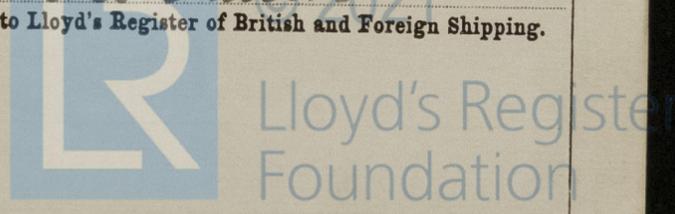
*Vessel placed on Pontoon, sea connectois examined & found to be in good condition. One propeller blade found broken & the boss loose on shaft. Recommended tail shaft to be drawn & turned down to fit boss, which has been done, & the stern bush renewed. Tail shaft sound, the whole properly refitted with one new blade. Crank shaft examined: found to be sound, holes in No 3 Coupling cleaned out & new bolts fitted. New end has been forged on Reversing shaft & adjustable caps fitted to the two aftermost brackets.*

General Observations, Opinion, and Recommendation:— *As far as seen this vessel appears eligible 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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <i>275 1889</i> Received by me, <i>3/6 1889</i>
Survey Fee (per Section 28) .....	£ 1 1 :	
Special Damage, Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable) .....	£ : :	

*Geo. S. Weymison*  
*Maurice Wilson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 28 MAY 1889*  
 Assigned *Remain as classed*



LON686-0115

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

ALD  
27.5.89