

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

No. *49521* Date of Writing Report *188* Port of *London*
 No. in Reg. Book. *477* Survey held at *London* Date, first Survey *ap 27* Last Survey *188*
 on the Machinery of the *Im s/s Lloyd* Master *Keel* No. of Visits
 Tonnage Gross *564* Net *883* Vessel built at *Newcastle* By whom *Palmer* When *1869* YEAR. MONTH.
 Registered Horse Power *99* Engines made at *"* When *1869* Boilers, when made (Main) *1876* (Donkey) *1876*
 No. of Main Boilers *1* Owners *Harris & Dixon* Port *London* Voyage *Crofting*
 Steam Pressure in Main Boilers *65* If Surveyed Afloat *X* in Dry Dock *Millwall* Class of Vessel & Machinery *B 1-5, 88*
 in Donkey Boiler *40* (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *Imc, 10, 86*

Last Survey No. *"* Port *"*

Particulars of Examination and Repairs (if any) *B. S.*

(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 dome & valves, several patches in furnaces renewed or riveted, & one stay at back of starboard furnace renewed.

Valves adjusted under steam &

Winch boiler examined, 2 vertical stays renewed, and a new angle ring round foot of uptake, test holes drilled at bottom of firebox thickness satisfactory, & vertical seam caulked: Safety valve examined, new spring fitted and adjusted

Sea connections & propeller fastenings satisfactory a doubling plate having been fitted over blow off & the cocks secured.

Tested main boiler safety valves & found them to blow off satisfactorily at 65 lbs per sq inch

Donkey boiler not ready for testing valves, steam not being up, no fire lighted

General Observations, Opinion, and Recommendation:— The machinery being now 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.)
 far as seen in a sound & efficient condition renders the vessel eligible in my opinion to remain as classed & to have *B.S. 5, 89* recorded when donkey boiler has been seen & safety valves tested

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ 2 : 0 } 20 5 1889
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : : received by me, 14/6/89
 Travelling Expenses (if chargeable) £ : :

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

Committee's Minute

FRIDAY 31 MAY 1889

FRIDAY 7 JUNE 1889

Assigned

Note for Completion

BS 5/88

States if a vessel is now sent on the ship or if not whether, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—600, 2/1/89. * Certificate to be sent to 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.

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Lloyd's Register Foundation

LON686-0126

It is submitted that this vessel is eligible
to have B.S. 5. 88 recorded, and
B.S. 5. 89, when the safety valves
of the Donkey boiler have been
adjusted under steam.

N.A.
30.5.29.

