

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

No. 34 Date of Writing Report 4 June 1889 Port of London
 Reg. Book. London Date, first Survey Apr 27 Last Survey 4 June 1889
34 on the Machinery of the Sm S/s "YORKSHIRE" Master Arnold No. of Visits 15
 Tonnage { Gross 1426 Net 2192 Vessel built at Hull By whom C.W. Earle When 1871 YEAR. MONTH.
 Registered Horse Power 250 Engines made at " When 1871 Boilers, when made (Main) 1880 (Donkey) 1880
 No. of Main Boilers 2 Owners W.H. Lindall & Co Port " Voyage China
 Steam Pressure in Main Boilers 80 If Surveyed Afloat X in Dry Dock Low India
 in Donkey Boiler 60 (State name of Dock.) Class of Vessel & Machinery 100A1-8,88
 (As in Register Book, including date of last Boiler Survey.) + LMC - 8,88

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?

Two main boilers examined internally and externally, furnaces have now been set fair & new complete hoops fitted in place of half ones, and a few rivets in furnaces renewed. Safety valves examined & adjusted under steam at 80 lbs per sq inch safe.
 Winch boiler examined internally & externally, three vertical stays now renewed. Safety valves examined & tested under steam at 55 lbs.

Cylinder pistons, slide & valves, all pumps & valves sea cocks & connections, thrust tunnel & tail shafts examined & found in good condition.

Spare half & a new half crank shaft now fitted marked respectively T1W, 630 & 797. And a spare half marked DF. 1927A, H.C. placed aboard.

General Observations, Opinion, and Recommendation:— The machinery now appears in a sound & efficient condition, rendering the vessel eligible in my opinion to remain as classed and to have + LMC - 5, 89 now recorded

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ 3 : 3 : 0 5. 0. 89 188
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : 5 : : received by me,
 Travelling Expenses (if chargeable) £ : : 5/6 1889

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

Committee's Minute 6th June 1889

Assigned

+ LMC - 6 - 89



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LON686-0156

State if a L. port is also now sent on the Ship or if not whether, and when, one will be sent.

T. & E. Form No. 9—Transfer Ink—6000, 28/1/89. * Certificate 1 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.