

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

No. \_\_\_\_\_ Date of Writing Report June 19<sup>th</sup> 1889 Port of London  
 No. in Reg. Book. 82 Survey held at London Date, first Survey June 5<sup>th</sup> Last Survey June 19 1889  
 on the Machinery of the S.S. Humber Master Creamer No. of Visits 3  
 Tonnage { Gross 456 Net 281 Vessel built at Glasgow By whom Russell & Co When 1880 YEAR. MONTH. 3  
 Registered Horse Power 85 Engines made at " When 1880 Boilers, when made (Main) 1880 (Donkey) 1880  
 No. of Main Boilers 1 Owners Danny & Robinson Port Liverpool Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 45 If Surveyed Afloat or in Dry Dock Gridiron (State name of Dock.)  
 in Donkey Boiler 30 Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) 100 A1. 11.88 + LMC. 6.88

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

## Particulars of Examination and Repairs (if any)

(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 sea connections & propeller fastenings & found them satisfactory, tail end shaft down 1/4" bare (total)

Examined main & donkey boiler & safety valves for both boilers

Main boiler found to have been leaking at back combustion chamber star side & also a crack in the same spot on port comb chamber back.

Recommended a patch to be put on affected part in star combustion chamber & crack to be drilled out & rivets put in, in the port combustion chamber also one or two new screwed stays

The whole of these recommendations have been carried out satisfactorily

Tested main boiler safety valves to 45 per sq inch  
" donkey " " " " 30 " " "

Boilers examined under steam & no signs of leakage seen

## 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.)

of this vessel as far as seen are in order & she is eligible in my opinion to remain as classed & to have the notification B.S. 6.89 recorded in the Register Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ <u>22</u>	<u>17.</u> 188 <u>89</u>
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me.
Travelling Expenses (if chargeable).....	£ : :	<u>47</u> 188 <u>90</u>

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

Committee's Minute

TUE -2 JUL 89

Assigned

B S 6/89



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LON686-0271



It is submitted that this  
vessel is eligible to  
have B.S. G. 49.  
recorded.

W.A.

1-7-89

