

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

No. *43* Date of Writing Report *18<sup>th</sup> July 1889* Port of *London*  
No. in Reg. Book. *43* Survey held at *Milwall Dock* Date, first Survey *18<sup>th</sup> July* Last Survey *19<sup>th</sup> July 1889*  
on the Machinery of the *Danish Monarch* Master *Polom* No. of Visits *2*  
Tonnage { Gross *1338* Vessel built at *Newcastle* By whom *Wigham Richardson & Co* When *1878* - *6*  
Net *867* Engines made at *Shaw & Co Newcastle* When *1878* Boilers, when made (Main) *1878* (Donkey) *1878*  
Registered } *150* Owners *J. Wood & Co* Port *London* Voyage *Coasting*  
Horse Power }  
No. of Main Boilers *2*  
Steam Pressure in Main Boilers *75* If Surveyed Afloat or in Dry Dock *Milwall Dk* Class of Vessel & Machinery  
in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *100 A. 5.89*

Last Survey No. *100 A. 5.89* Port *London*

Particulars of Examination and Repairs (if any) *Boiler 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?

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 two Main Boilers and donkey internally & externally and found them in good condition -*  
*Main Safety valves examined - found satisfactory*

*To complete Survey. Main valves require testing under steam, & which boiler to be examined & valves tested.*

## 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.)

*The machinery now appears in a good and efficient condition, rendering the vessel eligible in our opinion to remain as classed and to have*  
*BS 7-89 recorded, when which boiler has been run & all safety valves tested*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	
Survey Fee (per Section 28) .....	£	1	10	0	<i>188 9</i>
Special Damage Fee (per Section 28) .....	£	:	:		
Certificate (if required) as per margin .....	£	:	:		
Travelling Expenses (if chargeable) .....	£	:	:		

Received by me,  
*26/7* 1889

*Harry Clarke & Thos L. Gray*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 30 JULY 1889*

Assigned



© 2021

Lloyd's Register  
Foundation