

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

49686  
MON 22 JULY 1889

No. \_\_\_\_\_ Date of Writing Report 20<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 Palom No. of Visits 2  
 Tonnage { Gross 1338 Net 867 Vessel built at Newcastle By whom Wigham Richardson & Co When 1878-6  
 Registered Horse Power 150 Engines made at Shaw & Co Newcastle When 1878 Boilers, when made (Main) 1878 (Donkey) 1878  
 No. of Main Boilers 2 Owners J. Wood & Co Port London Voyage Coasting  
 Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Milwall Dk Class of Vessel & Machinery  
 in Donkey Boiler \_\_\_\_\_ (As in Register Book, including date of last Boiler Survey.) 100 A. 5.89  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ L.S. Nov. 89 L.M.C. 6-87 B.S. 5-88

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 <sup>and dome</sup> 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	} <i>all</i>
Survey Fee (per Section 28) .....	£ 1 : 10 : 0	<u>188 9</u>	
Special Damage Fee (per Section 28) .....	£ : :		
Certificate (if required) as per margin .....	£ : :		
Travelling Expenses (if chargeable) .....	£ : :	<u>26/9</u>	Received by me,

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

Committee's Minute TUES 30 JULY 1889

Assigned  
*Report 23/7/89*



T. & S. Form No. 9 - Transfer Ink - 6000, 20/1/89  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)  
 Certificate to be sent to  
 the Ship

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