

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

49687

(Received at London Office, MON 22 JULY 1889)

No. 100 Date of Writing Report 20 July 1889 Port of London
 No. in Reg. Book. Survey held at London Date, first Survey July 9th Last Survey 19 July 1889
100 on the Machinery of the S. S. De Bay Master Thaw No. of Visits
 Tonnage { Gross 1664 Net 1083 Vessel built at Newcastle By whom Palmer & Co When 1881 8-
 Registered Horse Power { 160 Engines made at " When 1881 Boilers, when made (Main) 1881 (Donkey) 1881
 No. of Main Boilers 2 Owners De Bay & Co Ltd Port Belfast Voyage
 Steam Pressure in Main Boilers 80 If Surveyed Afloat & in Dry Dock Billwall Dock Class of Vessel & Machinery
 in Donkey Boiler (State name of Dock.) Ruggs (As in Register Book, including date of last Boiler Survey.) 100A1-2-89
 Last Survey No. Port +LMC-9-86

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?
 -If this was not done, state for what reasons? BS 1/89

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?
Loose } High Pressure crankpin

New crank pins fitted + shaft trued up in lathe + lined up pins in place.
Fastening of sea cocks + propeller in good order

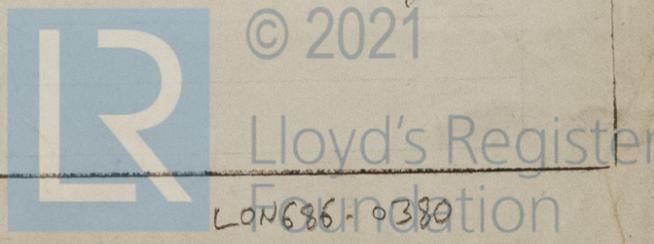
General Observations, Opinion, and Recommendation:-- The machinery now appears in a sound & efficient condition rendering the vessel eligible in my opinion to remain as classed
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's 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.)

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

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

Committee's Minute TUEC 23 JULY 1889
 Assigned Remain as classed

T. & S. Form No. 2—Transfer Ink—G.C.O., 28/1/89. * Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.) State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.



N.B.— If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this
vessel is eligible to
remain as
Classed
N.A.
22-7-89



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.