

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

No. \_\_\_\_\_ Date of Writing Report July 12<sup>th</sup> 1889 Port of London (Received at London Office, SAT 13 JULY 1889)  
 \* No. in Reg. Book. Survey held at London Date, first Survey July 2<sup>nd</sup> Last Survey July 12<sup>th</sup> 1889  
619 on the Machinery of the S. S. Pyhops Master Neal No. of Visits 3  
 Tonnage { Gross 412 Net 445 Vessel built at Sunderland By whom Geo Lang When 1860 4  
 Registered Horse Power { 90 Engines made at Waltham When 1881 Boilers, when made (Main) 1881 (Donkey)  
 No. of Main Boilers 1 Owners J. F. Murrell & Sons Port London Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 100 If Surveyed Afloat or in Dry Dock Under steam Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) A 1.888  
 in Donkey Boiler None (State name of Dock.) \_\_\_\_\_

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?

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?

Sea connections & propeller partings examined tail shaft down 3/4 full, no leaks satisfactory

Examined main boiler & safety valves & found cracks & blisters in all three furnaces, recommended patches to be put on which have been done viz, four in port furnace, 2 in centre, & 3 in starboard furnace, also one or two screwed stay fitted in combustion chambers

a new half crankshaft has been fitted to engine & the same duly examined & found satisfactory

Tested main safety valves to 100 lb per sq inch patches on furnaces examined & found tight

## General Observations, Opinion, and Recommendation:--

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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.)

as far as run in good order & she is eligible in my opinion to remain as classed & to have the notation B.S. 12.89 recorded in the Register Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 22.7 1889 received by me, 23/7 1889
Survey Fee (per Section 28) .....	£ 1 : 0 :	
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute

TUES 23 JULY 1889

Assigned

B S 7/89



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State if a Report is now sent on the Ship or if not, and when, one will be sent.

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



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  
have B.S. 789,  
recorded—  
N.A.  
22-7-89.