

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

(Received at London Office, **TUES 30 JULY 1889**)

No. _____ Date of Writing Report **29 July 1889** Port of **London**

No. in Reg. Book. **36** Survey held at **London** Date, first Survey _____ Last Survey **188**

on the Machinery of the **Iron steamer "Cadiz"** Master _____ No. of Visits _____

Tonnage { Gross **901** Vessel built at **Sunderland** By whom **W. Pile & Co** When **1869** 7
 Net **1400**

Registered Horse Power **160** Engines made at **Stanton** When **1879** Boilers, when made (Main) **1879** (Donkey) **1879**

No. of Main Boilers **2** Owners **J. Hall & Co** Port **London** Voyage **Spain**

Steam Pressure in Main Boilers **80** Surveyed Afloat in Dry Dock **Timehouse + London** Class of Vessel & Machinery **100 A1 - 7, 88**
(State name of Dock.) (As in Register Book, including date of last Boiler Survey.) **B 5 - 7, 88**

in Donkey Boiler **45** **Ime-7, 87**

Last Survey No. _____ Port _____

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? **W**

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 valves & domes in good order, valves blew under steam at 78 lbs. each.

Winch boiler examined & found in good order, valves examined & tested under steam at 45 lbs. each.

Packings of sea cocks & propeller satisfactory.

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 & to have B.S. 7, 89 now recorded.**

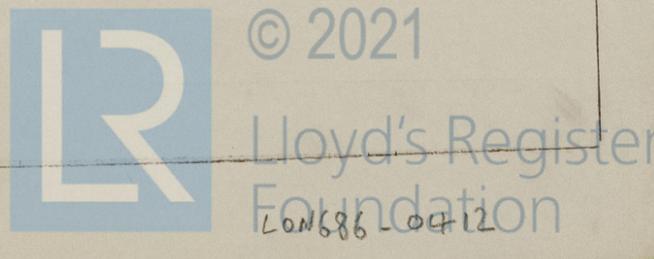
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 31 7 1889
Survey Fee (per Section 25)	£ 2 : 0 : 0	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	
		Received by me, 2/8 1889

Chas R. Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **FRIDAY 2 AUGUST 1889**

Assigned **BS 7/89**



T. & S. Form No. 9 - Transfer Ink - 6000, 201/89

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

It is submitted that this vessel is eligible to have B.S. 7. 89. recorded—

N.A.

1. 8. 89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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