

49736

# 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. Survey held at London Date, first Survey 19 July Last Survey July 26 1889  
34 on the Machinery of the Sm/s Vanessa Master Springett No. of Visits \_\_\_\_\_  
 Tonnage } Gross 717 Vessel built at Newcastle By whom Palmer When 1872 2  
 } Net 1139 Engines made at " When 1872 Boilers, when made (Main) 1865 (Donkey) 1872  
 Registered } 190 Owners J. Fenwick & Son Port London Voyage Guoa  
 Horse Power } \_\_\_\_\_  
 No. of Main Boilers 1 ~~Surveyed Afloat~~ & in Dry Dock London Class of Vessel & Machinery 100 A1-1, &  
 Steam Pressure in Main Boilers 80 London (State name of Dock.) \_\_\_\_\_ (As in Register Book, including date of last Boiler Survey.) Smc, f. 86  
 in Donkey Boiler \_\_\_\_\_

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Ant<sup>h</sup> 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?

Main boiler + safety valves examined internally + externally in good condition, valves tested under steam & set to blow at 85 lbs per sq inch  
 Fastenings of sea cocks in good order.  
 Tail shaft drawn in, in good condition.

To complete. Winch boiler requires to be examined.

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. with date revised when the winch boiler has been examined

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	1	10	31 2/1889
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	Received by me,
Travelling Expenses (if chargeable) .....	£	:	:	21 8/1889

Fee to be waived per Secretary 2/10/89

*H. L. Gray*

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

Committee's Minute FRIDAY 2 AUGUST 1889

Assigned Note for Completion

FRIDAY 27 SEPT 1889

TUES 3 OCT 1889



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

It is submitted that this vessel will  
be eligible to have B.S. 7. 29.  
recorded. when the donkey  
boiler and its safety valve  
have been examined  
and the safety valve  
adjusted under  
steam  
N.A.  
1-8-89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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