

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

FRIDAY 2 AUGUST 1889

No. *49750* Date of Writing Report *1 Aug* 1889 Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *25 July* Last Survey *31 July* 1889
49750 on the Machinery of the *h.m.s. "Gibraltar"* Master *W. Pile* No. of Visits *3*
 Tonnage Gross *915* Net *1412* Vessel built at *Sunderland* By whom *W. Pile* When *1869* 10
 Registered Horse Power *140* Engines made at *Newcastle* When *1880* Boilers, when made (Main) *1880* (Donkey) *1880*
 No. of Main Boilers *2* Owners *J. Hall Jr. & Co* Port *London* Voyage *Spain*
 Steam Pressure in Main Boilers *80* If Surveyed Afloat *or* in Dry Dock *Union* Class of Vessel & Machinery *100 A1-9, 88*
 in Donkey Boiler *50* (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *+ LMC - 7, 85*
AS 6, 88

Last Survey No. *S. P. No 2* Port *London*

Particulars of Examination and Repairs (if any) *S. P. No 2*
 (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 domes & valves in good order
 valves tested under steam blew at 80 lbs
 which boiler & valves examined, in good order, valves
 tested under steam blew at 50 lbs.*

*Cylinder pistons valves & faces, crank thrust & tunnel
 shafting, air circulating feed & bilge pumps &
 valves examined & found in good order*

General Observations, Opinion, and Recommendation:— *The machinery now appears*
 (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.)

*in a sound & efficient condition rendering the vessel eligible in my
 opinion to remain as classed, & to have + LMC - 7, 89 now
 recorded*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 4 : 0 : 0	<i>7, 188 9</i>
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : 2 : 6	Received by me <i>1178 188 9</i>
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute

Assigned

FRIDAY 9 AUGUST 1889

+ LMC 7, 89



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 Foundation

Lon686-0470

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

It is submitted that this
vessel is eligible to have
+ L.N.C. 7.89. recorded

N.A.
8.8.89.

