

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
 No. in Reg. Book. 49750 Survey held at London Date, first Survey 25 July Last Survey 31 July 1889
 on the Machinery of the Iron Sps "Gibraltar" Master W. Pile No. of Visits 3
 Tonnage } Gross 915 Vessel built at Sunderland By whom W. Pile When 1869 MONTH 10
 Net 1412 Engines made at Newcastle When 1880 Boilers, when made (Main) 1880 (Donkey) 1880
 Registered } 140 Owners J. Hall Jr. & Co Port London Voyage Spain
 Horse Power }
 No. of Main Boilers 2
 Steam Pressure in Main Boilers 80 X Surveyed Afloat 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
1886, 88

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) S. S. 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? ✓

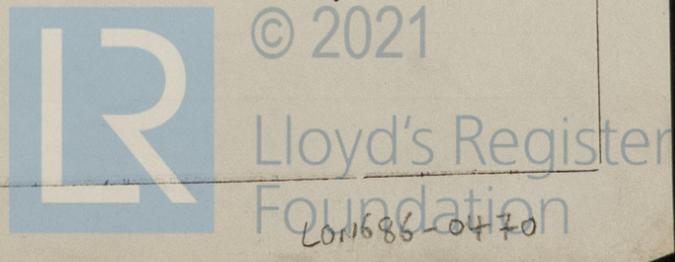
Examined two main boilers domes & valves in good order
valves tested under steam blew at 80 lbs
which boiler & valves examined, in good order, valve
tested under steam blew at 50 lbs.
Cylinder pistons valves & faces, crank thrust & tunnel
shafting, air circulating feed & bilge pumps &
valves examined & 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 X 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	} <u>7. 1889</u> <u>app</u>
Special Damage Fee (per Section 28)	£ : :	
Certificate (if required) as per margin	£ : 2 : 6	} Received by me <u>1789</u> <u>1889</u>
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Major Certificate
 Assigned Machine
 FRIDAY 9 AUGUST 1889
+ LMC 7, 89



Section of the Report of the Surveyor, and of the character of the machinery, shall be sent to the Registrar of Shipping and Machinery, and to the Registrar of the Register Book.

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

It is submitted that this vessel is eligible to have + L.M.C. 7.29. recorded

N.A.
8.8.29.

