

49763

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

THURS 8 AUGUST 1889

No. _____ Date of Writing Report August 8th 1889 Port of London
No. in Reg. Book. 782 Survey held at London Date, first Survey 25 May Last Survey 31 July 1889
on the Machinery of the S.S. Mirror Master Scott Smith No. of Visits _____
Tonnage { Gross 1545 Vessel built at Glasgow By whom E. Napier & Sons When 1885 YEAR. MONTH.
Net 490 Engines made at " When 1885 Boilers, when made (Main) 1885 (Donkey) 1886
Registered Horse Power 250 Owners Eastern Tel Co^y Port London Voyage _____
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Fletcher's Class of Vessel & Machinery
Steam Pressure in Main Boilers 100 (State name of Dock.) (As in Register Book, including date of last Boiler Survey) 100 A 1.8.88
in Donkey Boiler 80 + LMC - 2, 86

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) S.S. No 1.

(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?

Examined cylinders, pistons, slide valves & faces, pumps, crank & thrust shafts, sundry minor repairs done

Examined also main & donkey boilers & safety valves & found them satisfactory
one or two small patches in furnaces renewed

Tail shaft drawn true up in lathe & bearings renewed
sea cocks drawn, in good condition.

Vessel placed in S. I. Works dry dock. Started. Tail shaft harg. slipped out. This shaft was tied in lathe & found to be true. Stern bush found to be cracked at outer end for about 3". This has been turned down & a W. I. band shrunk on. Stern bracket examined. Found to be sound. Propeller sound, & the whole refitted.

Main valves tested under steam blow at 100 lbs per sq inch satisfactorily

General Observations, Opinion, and Recommendation:-- The machinery now appears in a
(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. 1/89, or L.M.C. 1/89, as the case may be.)
sound & efficient condition rendering the vessel eligible in our 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)	25 : 0 :	12/8 1889
Special Damage Fee (per Section 28)	2 : 16 : 4/90	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	18s

25/4/90
Thos L Gray
Francis Watson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE 13 AUGUST 1889 FRI 23 AUG 89
Assigned + LMC 7, 89

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

T. & S. Form No. 9—Transfer Ink—6000, 28, 1/89. * Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute

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 + L M C.

Y. P. G. recorded

N. A.

12-8-89.

