

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

No. *49675* Date of Writing Report *7 Aug* 188*9* Port of *London* (Received at London Office, THURSDAY 8 AUGUST 1889)
 No. in Reg. Book. *929* Survey held at *London* Date, first Survey *24 July* Last Survey *3 Aug* 188*9*
on the Machinery of the *Sm s/s "Stelling"* Master *Laylor* No. of Visits *5*
 Tonnage { Gross *539* Net *850* Vessel built at *Newcastle* By whom *Palmers* When *1876* Boilers, when made (Main) *1876* (Donkey) *1876*
 Registered Horse Power *100* Engines made at *"* When *1876* Owners *J. Fenwick & Son* Port *London* Voyage *"*
 No. of Main Boilers *2* *Surveyed Afloat & in Dry Dock* *Simultaneously* Class of Vessel & Machinery *90 A1-9, 88*
 Steam Pressure in Main Boilers *75* (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *mc-6, 88*
 in Donkey Boiler *45*

Last Survey No. *"* Port *"*

Particulars of Examination and Repairs (if any) *B. S.*
 (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? *Yes*
 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 & superheaters. Several patches rivetted, & one patch & 9 stays renewed in combustion chamber back. Valves tested under steam blew at 75 lbs. Which boiler examined & valves, valves tested under steam blew at 45 lbs.

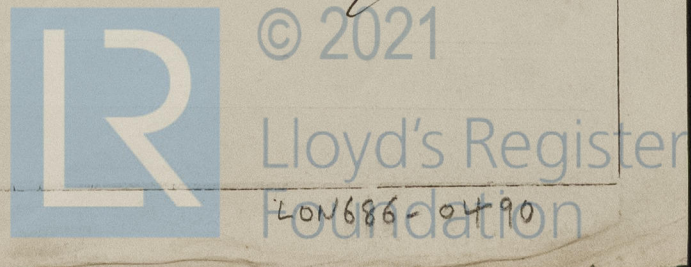
The collar on thrust shaft was broken, this has been removed, & new thrust rings fitted to enable vessel to run till a new made, this will be fitted in place at first opportunity.

General Observations, Opinion, and Recommendation:— *The machinery now appears in a sound & efficient condition rendering the vessel slight in my opinion to remain as classed & to have B.S. 889 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	<i>12/8 1889</i>
Survey Fee (per Section 23)	£ <i>2</i> : <i>0</i> : <i>0</i>	Received by me,	
Special Damage Fee (per Section 28)	£ : :	<i>13/8 1889</i>	
*Certificate (if required) as per margin	£ : :		
Travelling Expenses (if chargeable)	£ : :		

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

Committee's Minute *13 AUGUST 1889*
 Assigned *B.S. 8, 89*



S. Form No. 9—Transit Book. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

It is submitted that this
vessel is eligible to
have B.S. 889,
recorded
N.A.
12-8-89.

