

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

49675

(Received at London Office, THURS 8 AUGUST 1889)

No. _____ Date of Writing Report 7 Aug 1889 Port of London

No. in Reg. Book. 929 Survey held at London Date, first Survey 24 July Last Survey 3 Aug 1889

on the Machinery of the Sm s/s "Spelling" Master Laylor No. of Visits 5

Tonnage { Gross 539 Net 850 Vessel built at Newcastle By whom Palmers When 1876 YEAR. MONTH. 7

Registered Horse Power 100 Engines made at _____ When 1876 Boilers, when made (Main) 1876 (Donkey) 1876

No. of Main Boilers 2 Owners J. Fenwick & Son Port London Voyage _____

Steam Pressure in Main Boilers 75 Surveyed Afloat or in Dry Dock Similar Class of Vessel & Machinery 90 A1-9, 88

in Donkey Boiler 45 (State name of Dock.) _____ (As in Register Book, including date of last Boiler Survey.) mc-6, 88

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 & superheats, several patches riveted, & one patch & 9 stays renewed in combustion chamber back. Values tested under steam blew at 75 lbs. Which boiler examined & valves, valves tested under steam blew at 45 lbs.

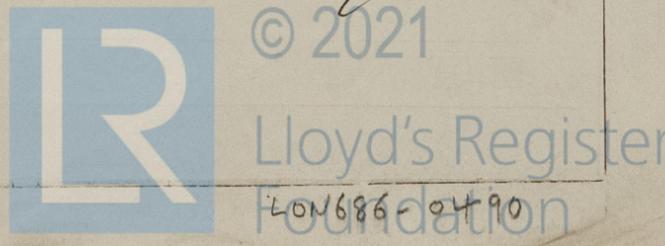
The collar on thrust shaft was broken, this has been removed, & new thrust rings fitted to enable vessel to run till a new made, this will be fitted in place at first opportunity.

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*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	} a.s.p. <u>H. L. Gray</u> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 23)	£ <u>20</u> : <u>0</u> : <u>0</u>	<u>12/8</u> 188 <u>9</u>	
Special Damage Fee (per Section 28)	£ : :		
*Certificate (if required) as per margin	£ : :	Received by me, <u>13/8</u> 188 <u>9</u>	
Travelling Expenses (if chargeable)	£ : :		

Committee's Minute 13 AUGUST 1889

Assigned B.S. 889



S. Form No. 9—Transit Book. (The Surveyors are requested not to write on or before the space for Comm. Min. in this form.)

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.

