

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

49806X

(Received at London Office, MON 2 SEPT 1889)

No. in Reg. Book. *114* Date of Writing Report *1889* Port of *London*  
 Survey held at *London* Date, first Survey *May 22* Last Survey *Aug. 30 1889*  
 on the Machinery of the *S. S. "Seine"* Master *Thames S. B. Co.* No. of Visits *6*  
 Gross *3553* Vessel built at *London* By whom *Thames S. B. Co.* When *1859*  
 Net *1978* Engines made at *Birkhd.* When *1885* Boilers, when made (Main) *1885* (Donkey) *1885*  
 Registered *341* Owners *Tel. Cons. & Marin. Co. Port London.* Voyage  
 No. of Main Boilers *3* Steam Pressure in Main Boilers *80 lbs.*  Surveyed Afloat  in Dry Dock *Victoria* Class of Vessel & Machinery *100 A1*  
 in Donkey Boiler

East Survey No. *Port* (As in Register Book, including date of last Boiler Survey.) *T.M.C. 4.85*  
*J.B. & B. 85*  
*S.S. Livi. no 3. 4. 85.*

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

- the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
- 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?

*Examd: cyldrs. slides, air, circulatg. feed + bilge pumps + valves all found to be in good condtn. Crank, thrust + tunnel shaft in good condtn. Main boilers examd. internally + externally + found in good condtn. Safety valves in good condtn. + set under steam to 80 lbs. Wrench boiler examd. + found in good condtn. Safety valve in good condition + tested under steam to 60 lbs.*

*It is not intended to place this vessel in Graving Dock for some time. Notice will be given.*

General Observations, Opinion, and Recommendation:— *The machinery as far as seen is now in good + safe working condtn. rendering the vessel eligible in my opinion to be marked with T.M.C. + a new date subject to the propeller + sea connections being examd.*  
 (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 T.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 2. 9. 1889 Received by me, 25/9 1889
Survey Fee (per Section 28) .....	£ 5 : 10	
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : 5	
Travelling Expenses (if chargeable) .....	£ : :	

*Geo. E. Wilkinson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUE 3 SEPT 1889* *FRIDAY 25 OCT 1889* *FRIDAY 7 MARCH 1890*  
 Assigned *BS 8, 89*  
 Machinery Certificate written.

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  
and L.M.C. 8-89 when the  
propeller, propeller shaft and  
and sea connections  
have been examined

W.A.  
2-9-89.

