

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

(Received at London Office, \_\_\_\_\_)

No. \_\_\_\_\_ Date of Writing Report \_\_\_\_\_ 188 \_\_\_\_\_ Port of \_\_\_\_\_  
 No. in Reg. Book. Survey held at London Date, first Survey 18<sup>th</sup> Aug Last Survey 19<sup>th</sup> Aug 1889  
165 on the Machinery of the S.S. Bazalgette Master \_\_\_\_\_ No. of Visits 2  
 Tonnage { Gross 990 Vessel built at Barrow By whom Barrow S B Co When 1887 <sup>YEAR.</sup> 5 <sup>MONTH.</sup>  
 { Net 613 Engines made at Barrow When 1887 Boilers, when made (Main) 1887 Donkey)  
 Registered } 120 Owners Metropolitan Bd of Wks Port London Voyage \_\_\_\_\_  
 Horse Power }  
 No. of Main Boilers \_\_\_\_\_  
 Steam Pressure— in Main Boilers 150 If Surveyed Afloat or in Dry Dock Nelson Dock Class of Vessel & Machinery 100 A —  
 in Donkey Boiler \_\_\_\_\_ (State name of Dock.) \_\_\_\_\_ (As in Register Book, including date of last Boiler Survey.) + L M C. 1887.

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) See connections  
 (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?

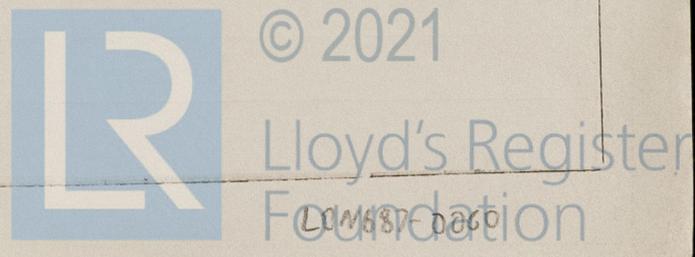
Examined Sea-cocks & connections & found them good.  
New lignum vitae has been fitted and the liners of the 2 tailshafts have been skinned.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.  
 (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	
Survey Fee (per Section 28) .....	£	:	:		188
Special Damage Fee (per Section 28) .....	£	:	:		
*Certificate (if required) as per margin .....	£	:	:		
Travelling Expenses (if chargeable) .....	£	:	:	Received by me,	
				188	

Ch. S. Brown  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 30 AUGUST 1889  
 Assigned Remain as classed



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

It is submitted that this  
sheet is eligible to  
remain as classified

ASL

29.8.89

