

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

(Received at London Office,

No. *49811* Date of Writing Report *188* Port of *London*
 No. in Reg. Book. *165* Survey held at *London* Date, first Survey *18th Aug* Last Survey *19th Aug 1889*
 on the Machinery of the *S.S. Bazalgette* Master *S. S. Bazalgette* No. of Visits *2*
 Tonnage { Gross *990* Net *613* Vessel built at *Barrow* By whom *Barrow S B Co* When *1887* YEAR. MONTH. *5*
 Registered Horse Power *120* Engines made at *Barrow* When *1887* Boilers, when made (Main) *1887* Donkey)
 No. of Main Boilers *—* Owners *Metropolitan B & Wks Port London* Voyage
 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 8. 8. 87.*

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 See connections & found them good.
New piston valve has been fitted and the liners of the 2 tailshafts have been skinned.

General Observations, Opinion, and Recommendation:— *As far as seen the*

(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.)

machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.

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	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	188

C. J. Brown
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 30 AUGUST 1889*

Assigned

Remain as classed



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

ALD

29.8.89