

49832

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

(Received at London Office, MON 2 SEPT 1889)

No. in Reg. Book. *327* Date of Writing Report *London* 188 *London* Port of *London*
 Survey held at *London* Date, first Survey *19th May* Last Survey *1889*
 on the Machinery of the *S. Dorset* Master *Daniel* No. of Visits
 Tonnage (Gross *2638* Net *1716*) Vessel built at *Sunderland* By whom *J. L. The Asson* When *1887* YEAR. MONTH. *5*
 Registered Horse Power *300* Engines made at *Sunderland* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*
 No. of Main Boilers *2* Owners *T. B. Williams* Port *Bristol* Voyage
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *(W. Y. Dk)* Class of Vessel & Machinery *100A 189*
 in Donkey Boiler *60* (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *+ LMC 685 135 12 88*

Last Survey No. *100A 189* Port
 Particulars of Examination and Repairs (if any) *New Crank shaft & Setting safety valves*
 (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?
A new built crankshaft marked Lloyds 19759 H.C. has been fitted in the forward engine

Tested main boiler safety valves to 80 lbs per sq inch
engine turned round by steam turning gear

General Observations, Opinion, and Recommendation:— *The machinery of this vessel as far as run is now in an efficient condition & she is eligible in my opinion to remain as classed without the limit—*
 (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	

Maurice Dubon
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *3 SEPT 1889*

Assigned *+ LMC 8, 89*
note non-limit



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

It is submitted that this vessel
is eligible to have + LMC 8. 89
recorded & to be removed
from the Limited List

Alh

2.9.89

