

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

49882

(Received at London Office, TUES 1 OCT 1889)

No. 355 Date of Writing Report 3 Sept 1889 Port of London  
 No. in Reg. Book 355 Survey held at London Date, first Survey \_\_\_\_\_ Last Survey \_\_\_\_\_ 188  
 on the Machinery of the Im s/s Chongar Master Marshall No. of Visits 3  
 Tonnage { Gross 1400 Net 2143 Vessel built at Glasgow By whom London & Glasgow When 1873 9  
 Registered Horse Power \_\_\_\_\_ Engines made at \_\_\_\_\_ When 1873 Boilers, when made (Main) 1873 (Donkey) \_\_\_\_\_  
 No. of Main Boilers \_\_\_\_\_ Owners Geo Tweedy Port Glasgow Voyage Odessa  
 Steam Pressure in Main Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock Millwall Class of Vessel & Machinery 100 A1-9, 88  
 in Donkey Boiler \_\_\_\_\_ (State name of Dock.) \_\_\_\_\_ (As in Register Book, including date of last Boiler Survey.) SMC 10, 87, 15 1888

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

Particulars of Examination and Repairs (if any) Part 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

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?

*Tail shaft drawn in, examined in good condition  
 All sea cocks examined in good order.  
 Fastenings of sea connections good.*

General Observations, Opinion, and Recommendation:— *The machinery was as per class in a sound & efficient condition, eligible in my opinion to remain as classed, & to have S.S No 1 recorded when the survey has been completed*  
 (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 25) .....	£	:	:	188
Special Damage Fee (per Section 25) .....	£	:	:	received by me,
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

*W. L. Gray*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 4 OCT 1889  
 Assigned Remain as classed



State if a Report is also now sent on the Ship or if not, and when, one will be sent.

Certificates to be sent to \_\_\_\_\_

T. & S. Form

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

It is submitted that this vessel is  
eligible to remain as closed, and  
the examination of the propeller  
shaft and sea connections  
be noted for S.S. No. 1

W.A.  
3-10-89

