

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

(Received at London Office,

TUES. 1 OCT 1889

No. *157* Date of Writing Report *Sept 30<sup>th</sup> 1889* Port of *London*  
 No. in Reg. Book. *157* Survey held at *London* Date, first Survey *Sept 27<sup>th</sup> 1889* Last Survey *Sept 27<sup>th</sup> 1889*  
 on the Machinery of the *S.S. Larper* (Steel) Master *Douglas* No. of Visits *1*  
 Tonnage { Gross *1256* Vessel built at *Sunder* By whom *W. B. Thompson* When *1883* 6  
 Net *811* Engines made at *"* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*  
 Registered Horse Power *99* Owners *Sunder Gen S.S. Co* Port *Sunder* Voyage  
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock  
 Steam Pressure in Main Boilers *100* (State name of Dock.)  
 in Donkey Boiler Class of Vessel & Machinery  
 (As in Register Book, including date of last Boiler Survey.) *100 A 1.5.89*  
*S.S. No 1-88* *+ L.M.C. 4.88*

Last Survey No. *100 A 1.5.89* Port *Sunder*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey*

(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?

*Main & donkey boilers & their attendant safety valves examined.*

*Four nuts <sup>on stays</sup> were found cracked in comb chamber back & have been replaced with new ones*

*Main & donkey boiler safety valves were not tested it is not being convenient for owners to have them done here. They will be done as soon as the vessel arrives in a port*

General Observations, Opinion, and Recommendation:-- *As far as run this*

(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.)

*records machinery is in good order & she is eligible in my opinion to remain classed, to have B.S. 9.89 recorded when main & donkey boiler safety valves have been tested under steam*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	1	10	<i>2.10 1889</i>
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	<i>5/10 1889</i>

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

Committee's Minute *FRIDAY 4 OCT 1889*

Assigned *Deferred for completion*

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

T. & S. Form No. 2—Transfer Ink—6000, 28/1/89. \* Certificate to be sent to

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



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It is submitted that this vessel  
will be eligible to have  
B.S. 989 recorded. when the  
safety valves of the main  
and donkey boilers  
have been adjusted  
under steam

W.A.

3-10-89



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