

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

No. *86* Date of Writing Report *October 30th 1889* Port of *London* (Received at London Office, THURS 31 OCT 1889)
 No. in Reg. Book. *86* Survey held at *London* Date, first Survey *Oct 10th* Last Survey *Oct 28th 1889*
 on the Machinery of the *S.S. Ada* Master *Cole* No. of Visits *6*
 Tonnage Gross *896* Net *853* Vessel built at *Sunderland* By whom *R. Thompson* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
 Registered Horse Power *99* Engines made at *"* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
 No. of Main Boilers *One* Owners *Gandy & Robinson* Port *"* Voyage *"*
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boiler *56* Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) *100 A 1.5.88 + L M C. 1.86*

Last Survey No. *"* Port *"*
 Particulars of Examination and Repairs (if any) *Special No 2*

(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? *Yes*

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 boiler & safety valves examined & found satisfactory. main steam & feed pipes tested by hydraulic pressure, main boiler jacked up into place & new block fitted underneath, (on stools) donkey boiler lifted & seating repaired. Main safety valves tested to 80 lbs pressure, donkey safety valves dead weight & calculated to blow at 56 lbs.

Cylinder dis, pistons, pumps, condenser, slides, all helge pipes & suction chests, donkeys & helges & connections & all working parts of engines examined, all shafting & tail end examined. The latter lined up in stern tube with lignum vitae.

This vessel was over on her beam ends in September last for two days owing to bad weather encountered in the North Sea & engines have been thoroughly stuffed & put in a satisfactory condition.

General Observations, Opinion, and Recommendation:— *This machinery of this vessel is now in a satisfactory condition & she is eligible in my opinion to be classed + L M C. 10.89 in the Register Book.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	7	:	188
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

Committee's Minute *TUES 12 NOV 1889*
 Assigned *+ L M C 10/89*

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

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. 9—Transfer 1889, 20, 1889. * 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.



It is submitted that this
vessel is eligible to
have + L.M.C. 10.89
recorded.

W.A.
11-11-89



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