

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

50015

No. *34* Date of Writing Report *Nov 12th 1889* Port of *London*
 No. in Reg. Book *1139* Survey held at *London* Date, first Survey *Nov 11th* Last Survey *Nov 12th 1889*
 on the Machinery of the *S. S. Panama* Master *Springer* - No. of Visits *2*
 Tonnage { Gross *1139* Net *414* Vessel built at *Newcastle* By whom *Palmer & Co* When *1872* YEAR. MONTH. *2*
 Registered Horse Power *190* Engines made at *"* When *1872* Boilers, when made (Main) *1885* (Donkey) *"*
 No. of Main Boilers *1* Owners *L. Fenwick Sons* Port *London* Voyage *"*
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Fresh Wharf*
 in Donkey Boiler *60* (State name of Dock.)
 Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) *100 A1. 4. 89*
S.S. No 3 11-89
LMC. 8. 86
+ NB. 85

Last Survey No. *"* Port *"*
 Particulars of Examination and Repairs (if any) *Completion of B.S.*
 (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?

*Donkey boiler tested by steam, valve blow at 60 lbs
 per sq inch, satisfactory*

General Observations, Opinion, and Recommendation:—
 (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.)
*as far as seen, this vessel's machinery is in good condition
 & eligible in my opinion to be so classed, & to have
 the notation B.S. 4.89 recorded in the Reg. Book*

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

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

Committee's Minute *FRIDAY 15 NOV 1889*
 Assigned *BS 4/89*

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 Ink—6100, 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.



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this
vessel is desirible to
have B.S. 7. 89
recorded.

W.A.
14-11-89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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