

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

No. *473* Date of Writing Report *Dec^r 9th 1889* Port of *London*
 No. in Reg. Book. *473* Survey held at *London* Date, first Survey *Dec 5th* Last Survey *Dec 7th 1889*
on the Machinery of the S. S. Lloyd Master *Hell* No. of Visits *2*
 Tonnage { Gross *883* Net *564* Vessel built at *Newcastle* By whom *Palmer's Co* When *1869* YEAR. MONTH.
 Registered Horse Power *99* Engines made at *"* When *1869* Boilers, when made (Main) *1876* (Donkey) *1876*
 No. of Main Boilers *✓* Owners *Harris & Sonon* Port *London* Voyage
 Steam Pressure in Main Boilers *64* If Surveyed *Afloat or in Dry Dock* *Bridge*
 in Donkey Boiler *42* (State name of Dock.)

Last Survey No. *SS. 11. 201. 86* Port *London* Class of Vessel & Machinery
 (As in Register Book, including date of last Boiler Survey.)
SS. 11. 201. 86 *B 1.5.89*
LMC. 10.86
BS. 5.89

Particulars of Examination and Repairs (if any) *Completion of BS. 5.89*
 (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 examined under steam, satisfactory
safety-valves blew at 42 lbs per sq inch
Sea connections & propeller fastenings examined
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 vessels machinery is in an efficient condition, & she is eligible in my opinion to remain as classed, & to have BS. 5.89 recorded in the Reg-Book

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	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

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

Committee's Minute *FRIDAY 20 DEC 1889*
 Assigned *BS 5/89*
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 LON 688 - 0092

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

T. S. S. Form No. 2—Transfer B. 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

It is submitted that this
vessel is eligible to have
B.S. 5.89 recorded

M.D.

19.12.89



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