

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

(Received at London Office,)

TUES 24 DEC 1889

No. _____ Date of Writing Report 23. 12. 89 1889 Port of _____
 No. in Reg. Book. Survey held at _____ Date, first Survey Dec. 19 Last Survey Dec. 21 1889
600 on the Machinery of the S. S. "Earl King" Master _____ No. of Visits 3
 Tonnage { Gross 2193 Vessel built at Glasgow By whom A & J. Inglis When 1865-9
 { Net 1418 Engines made at Simpl. When 1881 Boilers, when made (Main) 1881 (Donkey)
 Registered Horse Power 250 Owners W. Rose & Co Port Glasgow Voyage _____
 No. of Main Boilers 2 Steam Pressure in Main Boilers 85 lbs. Surveyed Afloat in Dry Dock S. J. Mes. Class of Vessel & Machinery 100 A1
 in Donkey Boiler 40 (State name of Dock.) _____ (As in Register Book, including date of last Boiler Survey.) 1-T.M.C 5.88
 SS-Lon: No 1-86.

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) S. S. No 2 In part
 (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?

Vessel placed in dry dock sea connections examined. Found to be in good condn. the propeller & its fastenings sound & the stern bush worn ^{3/16}
 Examd. cylinders: slides, air, circular sq. feed & bilge pumps & valves all found in good condn. Corank thrust & tunnel shafts in good condn.

The Main & Donkey boilers were examd. in Aug. /89.

General Observations, Opinion, and Recommendation:-- The machinery being now in good & safe working condn. renders the vessel eligible in my opinion to have the record 1-T.M.C. with a fresh date, subject to the annual B.S. as per rule.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 5: - -	25.7. 1889
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	5.21. 1889

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

State if a Report is also sent to the Ship or if not whether, and when, one will be sent.
 T. & S. Form No. 8. Transfer Ink-GO, 28.1.79. Certificate to be sent to the Surveyors are required not to write on or below the space for Committee's Minutes.

Committee's Minute FRI 3 JAN 90
 Assigned + SMC 8.89
 TUES 25 FEB 1890
 FRI 16 MAY 1890
 TUES 22 JULY 1890
 Lloyd's Register Foundation
 LON 688-0130

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 eligible to have
+ L.M.C. 8. P. 9 added

W.A.
2-1-90

