

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

(Received at London Office, WED 1 JAN 90)

No. 74 Date of Writing Report 29. 12. 89 1889 Port of London
 No. in Reg. Book. 74 Survey held at London Date, first Survey Dec. 10 Last Survey Dec. 27 1889
 on the Machinery of the S. S. "James Watt" Master No. of Visits 4
 Tonnage { Gross 1598 Vessel built at St. Glasgow By whom R. Duncan & Co. When 1881 - 2
 { Net 1024 Engines made at Gt. R. When 1881 Boiler, when made (Main) 1881 (Donkey)
 Registered Horse Power 160 Owners Leitch & Muir Port Greenock Voyage
 No. of Main Boilers 1 Surveyed Afloat & in Dry Dock Albert Class of Vessel & Machinery 100 A 1
 Steam Pressure 80 lbs. (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) -1 L.M.C. 10. 88.
 in Main Boilers 80 lbs. SS Sng No 2. 88.
 in Donkey Boiler 40

Last Survey No. Port
 Particulars of Examination and Repairs (if any) 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?

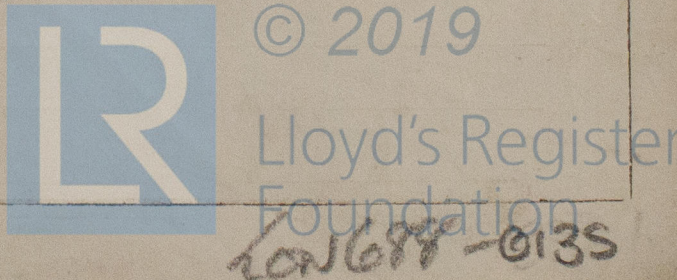
Double ended Main boiler examined internally, & externally, a bolted patch in S. end of middle comb. chr. now removed, the defective part cut out & a substantial riveted patch fitted, all the rest in good condn. Boiler retubed. Safety valves examd. found in good condition & adjusted under steam to W.P. of 80 lbs.
 Muck boiler examd. & found in good condn. Safety valves in good condn. (New springs now fitted) & set under steam to 43 lbs.
 Vessel placed in dry dock, sea connections examd. & found in good condn. the propeller & its fastenings sound & the stern bush worn $\frac{1}{4}$ "

General Observations, Opinion, and Recommendation:-- The boilers being now in good & safe working condn. renders the vessel eligible in my opinion to remain as classed than the certificate B.S. 12. 89 recorded, subject to the annual B.S. as per rule.
 (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.)

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|--|-----------|------------------|--|
| Office or Registration Fee (per Sec. 27)..... | £ : : | Fees applied for | <div style="border: 1px solid black; padding: 5px; display: inline-block;"> 2.1 1890 received by me, 7.1 1890 </div> |
| Survey Fee (per Section 28) | £ 1 : 10: | | |
| Special Damage Fee (per Section 28) | £ : : | | |
| *Certificate (if required) as per margin | £ : : | | |
| Travelling Expenses (if chargeable)..... | £ : : | | |

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

Committee's Minute
 Assigned



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

T. & E. Form No. 9 - Transfer Ink - 600, 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. 12-89,
recorded—

N.A.
2-1-90



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