

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

50249

THURS 6 FEB 1890

Date of Writing Report *Feb 5<sup>th</sup>* 1890 Port of *London*

Survey held at *London* Date, first Survey *Feb 4<sup>th</sup>* Last Survey *Feb 5<sup>th</sup>* 1890

on the Machinery of the *S. S. Beta* Master *Tenkini* No. of Visits *2*

Gross *1191* Net *766* Vessel built at *Newcastle* By whom *Wgm Richardson* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*

Engines made at *"* When *1883* Owners *Semurara & Berbeci S.S. Co* Port *London* Voyage *"*

of Main Boilers *2* If Surveyed Afloat or in Dry Dock *London* Class of Vessel & Machinery *100A 1.8.89*

Donkey Boiler *55* (State name of Dock.) *London* *1.8.89* *4.88*

st Survey No. *"* Port *"*

## Particulars of Examination and Repairs (if any)

(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 not, was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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 seen under steam & safety-valves tested to 50 lbs, satisfactory.*

*Outer furnace in port boiler sprung at comb chamber end joint, over saddle plate, rivets - taken out, plate drawn together & rivetted. Tubes ends being burnt away & bashing were driven farther in & headed over again. Boiler then tested by hydraulic pressure to 100 lbs & all joints - found tight.*

## 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.)

*Eligible in my opinion to remain as classed & to have B.S. 5.89 recorded in the Register Book*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	18
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	Received by me,
Travelling Expenses (if chargeable) .....	£	:	:	18

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

Committee's Minute *TUES 11 FEB 1890*

Assigned *BS 5.89*

It is submitted that this  
vessel is eligible to  
have B.S. 589  
recorded.

N.A.  
10.2.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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