

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

(Received at London Office, 13/2/90)

No. *36* Date of Writing Report *London* is Port of *London*  
 No. in Survey held at *London* Date, first Survey *7th Jan* Last Survey *10th Feb* 1890  
 eg. Book. *36* on the Machinery of the *S. P. Avena* Master *Davis & Co* No. of Visits *6*  
 Gross *747* Vessel built at *Sunderland* By whom *Davis & Co* When *1873* YEAR. MONTH. *9*  
 Net *522* Engines made at *Newcastle* When *1885* Boilers, when made (Main) *1885* (Donkey)  
 Registered Horse Power *95* Owners *Red Mt Bel. Avena* Port *Uddevalla* Voyage  
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock  
 Steam Pressure in Main Boilers *150* (State name of Dock.)  
 in Donkey Boiler  
 Class of Vessel & Machinery *90 A. 1. 189*  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 58.*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) *Part Special Survey*  
 (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 ensure himself of the thorough efficiency of those parts of each boiler?

*Examined sea cocks & connections & found them good.*  
*Examined low pressure and high pressure cylinders and low pressure slide*  
*Examined the donkey boiler & found it good. New vertical stays have been fitted. Examined safety valves & found them good.*

*The main and donkey safety valves were found to be set to their respective working pressures & to work well.*

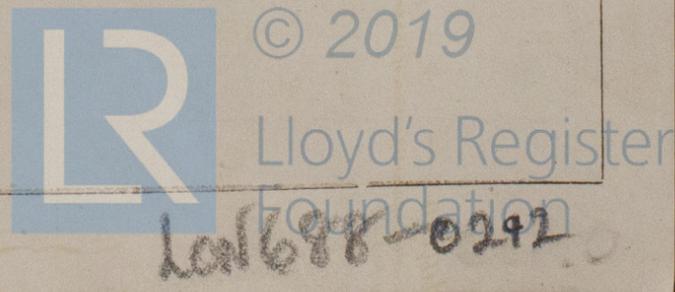
*A new propeller has been fitted. Examined hull & found it good.*

General Observations, Opinion, and Recommendation: *As far as seen the machinery is now in a safe working condition and eligible in my opinion to have the recommended Notification L.M.C. 12 89 recorded in the Register Books.*  
 (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.)

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 .....	£	:	:		
Travelling Expenses (if chargeable) .....	£	:	:		
				Received by me,	
				18	

*C. J. Stronach*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
 Assigned *SMC 12 89*  
 FRIDAY 14 FEB 1890



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

\* Certificate to be sent to the Registrar of Shipping, as required by the Statute in that behalf.

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this  
vessel is eligible to  
have L.M.C. 12-89  
recorded.  
N.A.  
13-2-90

