

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

(Received at London Office,)

TUES 28 JAN 1890

No. 113 Date of Writing Report 18 Port of London  
 No. in Reg. Book 113 Survey held at London Date, first Survey 20 Jan'y Last Survey 28<sup>th</sup> Jan'y 1890  
 on the Machinery of the S. P. Kent. Master                      No. of Visits 4  
 Tonnage Gross 2484 Net 1620 Vessel built at Glasgow By whom Land & Co. S B Co When 1883 YEAR. MONTH. 3  
 Registered Horse Power 300 Engines made at Glasgow When 1883 Boilers, when made (Main) 1883 (Donkey)                       
 No. of Main Boilers 2 Owners M Wigram & Sons Port Glasgow Voyage                       
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock South West Dock Class of Vessel & Machinery 100 A 112  
 in Donkey Boiler 60 (State name of Dock.)                      (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 4.87

Last Survey No.                      Port                       
 Particulars of Examination and Repairs (if any) Annual Boiler 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 assure himself of the thorough efficiency of those parts of each boiler?

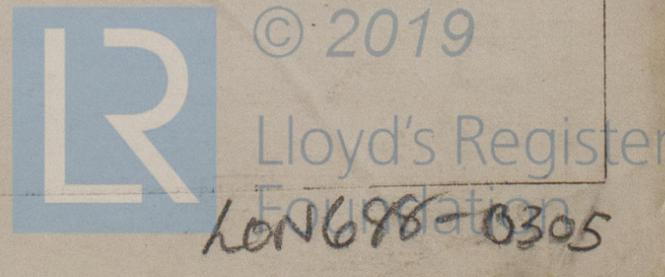
*Examined the 2 main boilers & found them good. The back ends of the tubes had been leaking badly. They have all been driven back & reexpanded. Examined donkey boiler and found it good. Examined all the safety valves & found them good. They were found to blow off at their respective working pressures*

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification B.S. 1.90 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 25).....	£ 2 - -	13/1 1890
Special Damage Fee (per Section 25).....	£ : :	} <i>adp</i>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me, 17/2 1890

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

Committee's Minute FRIDAY 14 FEB 1890  
 Assigned BS 1.90



T. & S. Form No. 9—Transfer Ink—600, 912 ES  
 \*Certificate to be sent to  
 The Surveyors are requested not to write on or below the space for Committee's Minute.  
 State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

It is submitted that this  
vessel is eligible  
to have B.S. 1-90  
recorded  
W.D.  
13-2-90

