

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

(Received at London Office, ...)

NOV 17 FEB 1890

50282

No. 300 Date of Writing Report 10th Jan 18 90 Port of London
 No. in Reg. Book 300 Survey held at London Date, first Survey 10th Jan Last Survey 13th Jan 18 90
 on the Machinery of the S. P. Kenardy Master Barclay Curle & Co No. of Visits 10
 Tonnage Gross 1716 Net 1111 Vessel built at Glasgow By whom Barclay Curle & Co When 1876 10
 Registered Horse Power 190 Engines made at Glasgow When 1876 Boilers, when made (Main) 1876 (Donkey)
 No. of Main Boilers 2 Owners W Thomson & Co Port Leith Voyage
 Steam Pressure in Main Boilers 60 If Surveyed Afloat or in Dry Dock Brown & Co Class of Vessel & Machinery 100A/1.10.87
 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. 189.

Last Survey No. 100A/1.10.87 Port Leith
 Particulars of Examination and Repairs (if any) Annual Boiler Survey and
 (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 Change of Owners.

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 sea-cocks & connections and found them good.
Examined 2 main boilers, donkey boiler and their safety valves & found them good.
The donkey boiler valves were found to blow off at 56 lbs and the starboard side port valve of the port boiler blew off at 52 lbs. The 3 other valves seem to be set to 60 lbs but this could not be ascertained with accuracy.
The main boiler valves will be readjusted and reset at Cardiff.
Examined cylinders slide valves, pumps crank shaft and thrust shaft & found them good.

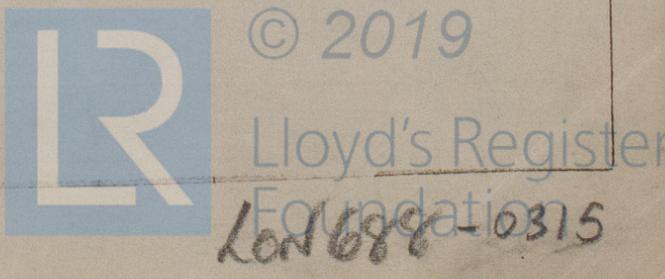
New Name of Vessel is Lycaon

General Observations, Opinion, and Recommendation: As far as seen the
 (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.)
machinery of this vessel is in a safe working con-
dition and eligible in my opinion, to have the notification
L.M.C. 2. 90 recorded subject to the valves being readjusted
in Cardiff

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	21. 2 1890
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	5	Received by me,
Travelling Expenses (if chargeable)	£	:	:	24/2 1890

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

Committee's Minute FRIDAY 21 FEB 1890
 Assigned See Off 6148



T. & S. Form No. 9 - Transfer Ink - 6000, 9/12/89
 * Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 Date of 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 L.M.C. 2-90
recorded subject to the safety
valves being readjusted
at Cardiff:

W.A.

20-2-90

