

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

(Received at London Office,)

No. 127 Date of Writing Report 18 Port of London
 No. in Reg. Book 127 Survey held at London Date, first Survey 4th Feb Last Survey 13 Feb 1890
 on the Machinery of the S. S. Vestrel Master When 1878 No. of Visits 3
 Tonnage { Gross 960 Vessel built at Dundee By whom Gawley Bros & Co When 1878 Boilers, when made (Main) 1878 (Donkey)
 { Net 586 Engines made at Dundee When 1878 Owners General Steam Nav Co London Voyage
 Registered { Horse Power 155 If Surveyed Afloat or in Dry Dock Repford Dock Class of Vessel & Machinery 100 A. 2.89
 No. of Main Boilers 2 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 2 M. C. 2.88
 Steam Pressure— in Main Boilers 65 in Donkey Boiler 40 1878 3

Last Survey No. 127 Port London
 Particulars of Examination and Repairs (if any) 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?

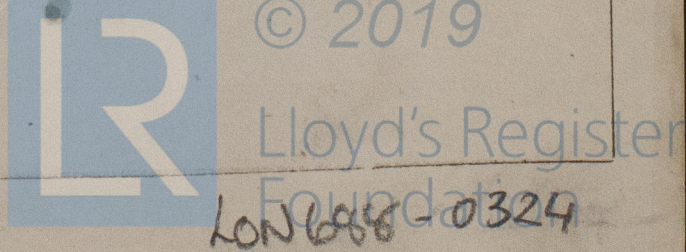
And what parts of the Boilers could not be thus thoroughly examined?
 Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

Examined Seecoaks & connections and found them good.
 Examined Crankshaft pumps slide valves and high pressure cylinder & found them good.
 The low pressure cylinder had been examined by a Board of Trade Surveyor and found good and closed down again before my first visit.
 Examined 2 main boilers, 2 domes donkey boiler and their safety valves and found them good.
 The donkey boiler valves are loaded with weights.
 The main boiler valves were found to blow off at 70 lb.

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 L. M. C. 2.90 recorded in the Register
 (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)	£ 4 : 10 :-	<u>172</u> 18 90
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	Received by me,
Travelling Expenses (if chargeable)	£ : :	<u>63</u> 18 90

Committee's Minute TUES 18 FEB 1890
 Assigned SMC 2.90
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



It is submitted that this
vessel is eligible to
have L.M.C. 2-90
recorded.

M.A.
17. 2-90

