

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

50388

(Received at London Office,)

No. _____ Date of Writing Report _____ 18 _____ Port of _____
 No. in Reg. Book. Survey held at London Date, first Survey 4th Feby Last Survey 13 Feby, 1890
127 on the Machinery of the S. S. Vestrel Master _____ No. of Visits 3
 Tonnage { Gross 960 Vessel built at Dundee By whom Gairley Bros & Co When 1878 YEAR. MONTH. 3
 { Net 586 Engines made at Dundee When 1878 Boilers, when made (Main) 1878 (Donkey)
 Registered } 155 Owners General Steam Nav Co London Voyage _____
 Horse Power } 2 If Surveyed Afloat or in Dry Dock Depledge 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.) L.M.C. 2.88
 Steam Pressure— in Main Boilers 65 B.S. 2.89
 in Donkey Boiler 40

Last Survey No. _____ Port _____

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 Sewcocks & 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.

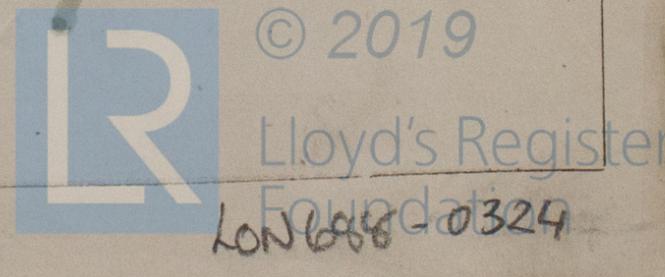
The donkey boiler valves are loaded with weights
The main boiler valves were found to blow off at 70 lb.

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 172 18 90 Received by me, 63 18 90
Survey Fee (per Section 28)	£ 4 : 10 :-	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute TUES 18 FEB 1890
 Assigned SMC 2.90



If a Report is also sent on the Ship or of her Substiter, and such, one will be sent to the Registrar of the 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.
N.A.
17. 2-90

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