

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

58791
SAT 1 FEB 1890

(Received at London Office)

No. *342* Date of Writing Report *Jan 30th 1890* Port of *London*
 No. in Reg. Book *1784* Survey held at *London* Date, first Survey *Jan 12th* Last Survey *Jan 30th 1890*
 on the Machinery of the *S.S. Marlborough* Master *Stidder* No. of Visits *3*
 Tonnage Gross *1784* Net *1164* Vessel built at *Middlebrough* By whom *Railton, Dixon & Co* When *1874*
 Registered Horse Power *150* Engines made at *Stockton* When *1874* Boilers, when made (Main) *1874* (Donkey) *1874*
 No. of Main Boilers *2* Owners *Galbraith, Pembroke & Co* Port *London* Voyage
 Steam Pressure in Main Boilers *74 lbs* If Surveyed *Afloat or in Dry Dock* *Green's* Class of Vessel & Machinery
 in Donkey Boiler *50 "* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *100 A1. 6.88*
LMC. 6.88

Last Survey No. *100 A1. 6.88* Port *London*
 Particulars of Examination and Repairs (if any) *B. S. Annual*
 (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? *Yes*
 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?

Sea cocks, sea connections & propeller fastenings run & found satisfactory

Main & donkey boilers & their respective safety valves run new gauge cocks fitted on donkey boiler, sundry caulking done to main boilers

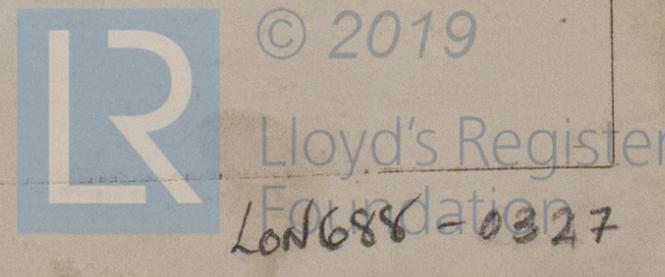
Main safety valves tested to 45 lbs per sq inch donkey " " dead & live weighted & calculated to blow at 50 lbs, satisfactory

General Observations, Opinion, and Recommendation:— *As far as run this vessel's machinery is in good order & she is eligible in my opinion to remain as classed & to have B.S. 1.90 recorded in the Reg. Book*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 17/3 1890 Received by me, 19/3 1890
Survey Fee (per Section 28).....	£ 2 0 :	
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute *TUES 18 FEB 1890*
 Assigned *BS 190*



The Surveyors are requested not to write on or behind the space for Committee's Minute.
 T. & S. Form No. 9. (Tra. 3000-5000, 30123)

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—

N.A.

17, 2-90

