

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

(Received at London Office,

SAT 1 FEB 1890

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

Last Survey No. *100 A1. 6.88* Port *LMC. 6.88*

Particulars of Examination and Repairs (if any) *B. D. 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 60 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	<i>all</i> Received by me, <i>19/3 1890</i>
Survey Fee (per Section 28).....	£ <i>2</i> : <i>0</i> :		
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute *TUES 18 FEB 1890*  
 Assigned *B.S. 1.90*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
*Francis Pelton*



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Foundation

LONG 688 0327



It is submitted that this  
vessel is eligible to  
have B.S. 1-90  
recorded—

N.A.  
17, 2-90

