

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

50319

No. *21* Date of Writing Report *Feb 22nd* 18 *90* Port of *London*
No. in Reg. Book. *21* Survey held at *London* Date, first Survey *Feb 17th* Last Survey *Feb 17th* 18 *90*
on the Machinery of the *S. D. Ealing* Master *Raeburn* No. of Visits *1*
Tonnage { Gross *2063* Vessel built at *Plymouth* By whom *Hodgson & Sons* When *1882* YEAR. MONTH. *2*
Net *1345* Engines made at *Newcastle* When *1882* Boilers, when made (Main) *1882* Donkey) *1882*
Registered Horse Power *250* Owners *Watts Ward & Co* Port *London* Voyage
Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *Commercial* Class of Vessel & Machinery
in Donkey Boiler *✓* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *100A1.3.89*
+ LMC.2.89
BS.3.89

Last Survey No. *21* Port *London*
Particulars of Examination and Repairs (if any)
(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?

Sea connections in good condition.
Propeller nut taken off & tightened up.

Called aboard in the Bullwall Dock about a new L.P. cylinder cover & eccentric strap which owners representative had promised to fit. Both cover & strap are on board but not fitted
see Cardiff report H 464

On calling at the office about this, was informed by the manager that these had not been fitted as they were not deemed necessary, but in the absence of the Sup^d Engine he could give me no further information

General Observations, Opinion, and Recommendation:— *As far as can be seen this*
(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.)

vessel's machinery is in good condition & eligible
in my opinion to remain as classed

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
*Certificate (if required) as per margin £ : :
Travelling Expenses (if chargeable) £ : :
Fees applied for
18
Received by me,
18

J. H. Gray & T. Nelson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 25 FEB 1890*

Assigned *Noe limit*



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Lloyd's Register

Foundation
Lon688-0362

It is submitted that this vessel is
eligible to remain as classed
subject to the L.P. Cyl^{Ans} and eccentric
strap being renewed or examined
the first opportunity. Say
within the next 6 weeks.

W.A.

25.2.90



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