

50351

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

(Received at London Office)

MCH 24 FEB 1890

No. _____ Date of Writing Report 20 Feb. 90 is _____ Port of London
 No. in Reg. Book. Survey held at London Date, first Survey 14th Feb Last Survey 17th Feb 1890
 on the Machinery of the S. S. Teviot Master _____ No. of Visits 2
 Tonnage { Gross 2057 Vessel built at Sunderland By whom J. Laine When 1871 . 6
 { Net 1349 Engines made at Newcastle When 1871 Boilers, when made (Main) 1880 (Donkey)
 Registered } 250 Owners C. M. Notwood & Co Port _____ Voyage _____
 Horse Power }
 No. of Main Boilers _____
 Steam Pressure—
 in Main Boilers _____
 in Donkey Boiler 40 If Surveyed Afloat or in Dry Dock Millwall Dock Class of Vessel & Machinery
 (State name of Dock.) _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 4. 88.

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Continuation of B. S.
 (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?

On visiting this vessel found the Donkey Boiler under steam, blowing off at 35 lbs pressure.

The Chief Engineer stated that a new safety valve seat had been fitted but that the diameter being slightly larger than in the old valve only 35 lbs press. could be carried which was insufficient for the winches. It is intended to obtain the original pressure of 40 lbs by substituting a lead weight for one of the iron ones. There being no time to do this before the vessel sails, the valve will require to be readjusted at Odessa where the vessel is to call. When this is done the Boilers Survey will be complete.

Examined donkey boiler and found it good.

Copy of letter to Owners re D.B. safety valves attached

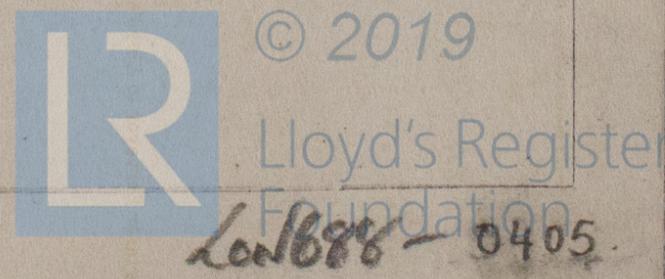
General Observations, Opinion, and Recommendation:— The Machinery of this vessel as far as seen is in good order & will in my opinion be eligible to have B.S. 2.90 recorded when the safety valves of the donkey boiler have been adjusted to lift at 40 lbs working pressure

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

A. L. Jones
 A. L. Jones
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 7 MARCH 1890

Assigned



State if a Report is also prepared on the ship or if not whether, and when, one will be sent

Insert Character of Ship and Machinery precisely as to the Register Book.

It is submitted that this vessel will be eligible to have B. S. 290 recorded when the safety valves of the donkey boiler have been adjusted under steam

H. A.
6.3.91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation