

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

5038/

No. \_\_\_\_\_ Date of Writing Report 20 Feb. 90 18 \_\_\_\_\_ Port of London H. A. Bailey (Received at London Office) MCH 24 FEB 1890

No. in Reg. Book. Survey held at London Date, first Survey 14<sup>th</sup> Feb Last Survey 17<sup>th</sup> Feb 1890

on the Machinery of the S. S. Terriot Master \_\_\_\_\_ No. of Visits 2

Tonnage { Gross 2057 Vessel built at Sunderland By whom J. Laine When 1871 Boilers, when made (Main) 1880 (Donkey) \_\_\_\_\_

Net 1349 Engines made at Newcastle Owners C. M. Notwood & Co Port \_\_\_\_\_ Voyage \_\_\_\_\_

Registered Horse Power 250 If Surveyed Afloat or in Dry Dock Millwall Dock (State name of Dock.) \_\_\_\_\_ Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) IMC 4. 88

No. of Main Boilers \_\_\_\_\_ Steam Pressure in Main Boilers \_\_\_\_\_ in Donkey Boiler 40

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 Boiler 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 (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.)

as far as seen is in good order I 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  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 7 MARCH 1890

Assigned



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Lloyd's Register

Lon 688 - 0405



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

