

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

58384

TUES 18 MARCH 1890

No. 971 Date of Writing Report 18 London Port of London
 No. in Reg. Book 971 Survey held at London Date, first Survey 7th Feb last Survey 26th Feb 1890
 on the Machinery of the S. F. Ascupart Master W. Pearce & Co No. of Visits 5
 Tonnage Gross 1351 Net 858 Vessel built at Hookton By whom M. Pearce & Co When 1875 YEAR. MONTH. 12
 Registered Horse Power 120 Engines made at Ed. When 1875 Boilers, when made (Main) 1875 (Donkey) 1888
 No. of Main Boilers 160 Owners G. F. Harper & Co Port Southampton Voyage 1888
 Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Commerl & Albert Dps Class of Vessel & Machinery 90 A1.9.89
 in Donkey Boiler (State name of Dock.) W.B.88 Linc. 11.88.

Last Survey No. 90 A1.9.89 Port Southampton
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Particulars of Examination and Repairs (if any) Damage
 (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?

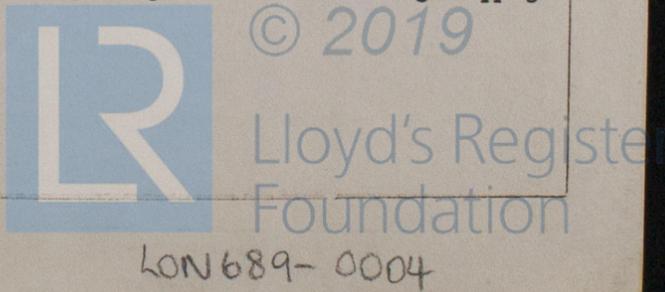
Examined Crankshaft and found a circumferential flaw in aft pin. A new Crankshaft has been fitted.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.
 (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 I.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	22		} Received by me,
*Certificate (if required) as per margin	£	paid		
Travelling Expenses (if chargeable)	£	:	:	18

C. J. Bromley
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 21 MARCH 1890
 Assigned Remain as classed



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

Certificate to be sent to Committee's Minute.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 T. & C. Form No. 9—Transfer Ink—6000, 912, 89

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

*It is submitted that this
vessel is eligible to
remain as
classified—
N.A.
20.3.90*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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