

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

No. *971* Date of Writing *Report* 18 *London* Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *7th Feb* Last Survey *26th Feb 1890*
 on the Machinery of the *S. F. Ascarport* Master *M. Pearce & Co*
 Tonnage Gross *1351* Net *858* Vessel built at *Stockton* By whom *M. Pearce & Co* No. of Visits *5*
 Registered Horse Power *120* Engines made at *Ad.* 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*
 in Donkey Boiler *Class of Vessel & Machinery 90 H. 1. 9. 88*
 (State name of Dock.) *As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.* *1888 Linc. 11. 88.*

Last Survey No. *90* Port *H. 1. 9. 88*

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, <i>C. J. Stammers</i> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	18

Committee's Minute *Remain as classed*
 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.

Certificate to be sent to

T. & C. Form No. 9—Transfer Ink—6000, 91239

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

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.



© 2019

Lloyd's Register
Foundation