

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

50442

(Received at London Office, TUES 25 MARCH 1890)

No. *352* Date of Writing Report *March 25th 90* Port of *London*
 No. in Reg. Book. *352* Survey held at *London* Date, first Survey *March 20th* Last Survey *March 24th 1890*
 on the Machinery of the *Henry Lug Dragon* Master *James* No. of Visits *3*
 Tonnage Gross *40* Net *8* Vessel built at *Bristol* By whom *Russell & Co* When *1886* YEAR. MONTH. *4*
 Registered Horse Power *40* Engines made at *London* When *1886* Boilers, when made (Main) *1886* (Donkey)
 No. of Main Boilers *One* Owners *S. C. Goswell* Port *London* Voyage *London*
 Steam Pressure in Main Boilers *100* If Surveyed Afloat or in Dry Dock *Fountain Garrison* 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.) *A1.5.86*
 Last Survey No. *LMC.5.86* Port *London*

Particulars of Examination and Repairs (if any) *Special No 1*
 (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?
 what parts of the Boilers could not be thus thoroughly examined?
 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 cylinders, pistons, slides, pumps, shafting & all principal parts of engines, also boiler & safety valves

Boiler run under steam & engine run running, safety valves blew at 100 lbs satisfactory

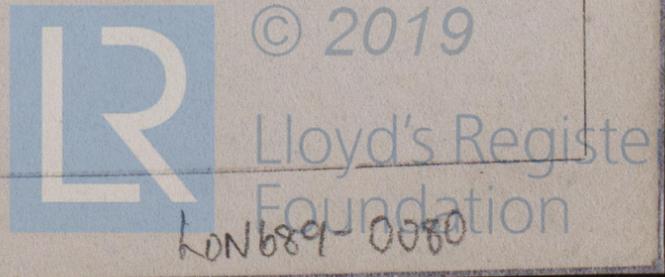
Sea connections & propeller fastenings seem tail shaft down 3/32 total

General Observations, Opinion, and Recommendation:—

(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.)
This vessel's machinery is in good condition & eligible in my opinion to be classed L.M.C. 4.90 in the reg. book.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *2 10* : :
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me, *Maurice Peterson*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 1 APRIL 1890*
 Assigned *LMC 3/90*
 FRI 17 APR 1891



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

* Certificate to be sent to

S. Form No. 9—Transfer Ink—6000, 9/12/89

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
have L.M.C. 3.90.
recorded
W.A.
31-3-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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