

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

No. \_\_\_\_\_ Date of Writing Report March 17<sup>th</sup> 1890 Port of London (Received at London Office, TUES 18 MARCH 1890)  
 No. in Reg. Book. 29 Survey held at London Date, first Survey March 10 Last Survey March 15<sup>th</sup> 1890  
 on the Machinery of the S.S. M<sup>c</sup> Gaird Master Phowman No. of Visits 3  
 Tonnage { Gross 1431 Net 926 Vessel built at R. Shields By whom T. W. Smith When 1883 Boilers, when made (Main) 1883 (Donkey) 1885  
 Registered Horse Power 150 Engines made at Walthamstow Owners M<sup>c</sup> Gaird S.S. Co Port London Voyage \_\_\_\_\_  
 No. of Main Boilers 2 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Unon (State name of Dock.)  
 in Donkey Boiler 65 Class of Vessel & Machinery \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ 100A1.5.89  
+LMC.9.88

Particulars of Examination and Repairs (if any) Annual 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? Yes

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? \_\_\_\_\_

Main & donkey boilers & their respective safety-valves seen satisfactory

Sea connections & propeller fastenings in order tail shaft drawn & examined, satisfactory

Main safety-valves set to 80 lbs } satisfactory  
Donkey " " " 65 " }

### General Observations, Opinion, and Recommendation:—

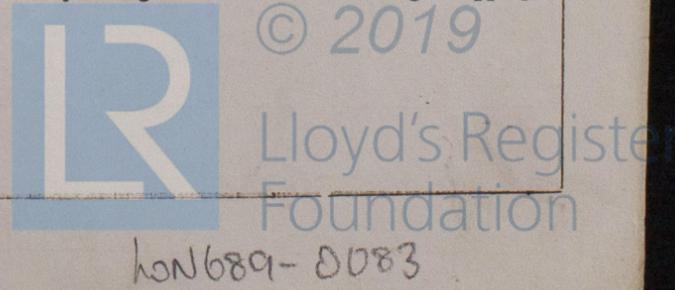
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The machinery of this vessel as far as seen is in good condition & eligible in my opinion to remain classed & to have B.S. 3.90 recorded in the Reg Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 0 :	31. 3 18 90
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	11/4 18 90

M. Pitson  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 1 APRIL 1890  
 Assigned B S 3/90



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

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 B.S. 3.90  
recorded—  
31.3.90 W.A.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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