

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

No. *931* Date of Writing Report *March 26th 1890* Port of *London*
No. in Reg. Book *Survey held at London* Date, first Survey *March 15th* Last Survey *March 25th 1890*
on the Machinery of the *S.S. Prosper* Master *Savids* No. of Visits *3*
Tonnage { Gross *2135* Vessel built at *Stettin* By whom *Richardson & Co* When *1882* YEAR. MONTH.
Net *1325* Engines made at *Bull* When *1882* Boilers, when made (Main) *1882* (Donkey) ☒
Registered Horse Power *350* Owners *Shaw Brothers* Port *London* Voyage
Steam Pressure in Main Boilers *45* If Surveyed Afloat or in Dry Dock *Limulva* 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.)

Last Survey No. *100 A1. 189* Port *LMC. 11.86*
Particulars of Examination and Repairs (if any) *Anticipation of No 2*

(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?

Propeller shaft drawn & examined & stern tube refurbed, all sea cocks & valves examined & found satisfactory

Owner states that it is not yet convenient to hold S.S. No 2 but that it will be held on vessels return from this voyage

General Observations, Opinion, and Recommendation:— *As far as seen this vessels machinery is in good condition & 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 L.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)	£	:	:		
*Certificate (if required) as per margin	£	:	:	Received by me,	
Travelling Expenses (if chargeable)	£	:	:	18	

Maurice Peterson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 8 APRIL 1890*
Assigned *Role for Completion* *TUES 10th MARCH*
Lloyd's Register Foundation
LON689-0115

It is submitted that this vessel
is eligible to remain as classed,
and that this survey be noted
as part of S. S. No 2—

W.A.
5.4.90



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Foundation