

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

58767

No. \_\_\_\_\_ Date of Writing Report March 26<sup>th</sup> 1890 Port of London (Received at London Office, WED 28 MARCH 1890)  
 No. in Reg. Book. Survey held at London Date, first Survey March 15 Last Survey March 25 1890  
931 on the Machinery of the S. S. Prosper Master Sarids No. of Visits 3  
 Tonnage { Gross 2135 Vessel built at Stettin By whom Richardson & Inell When 1882 YEAR. MONTH. 5-  
 Net 1325 Engines made at Bull When 1882 Boilers, when made (Main) 1882 (Donkey)   
 Registered Horse Power 350 Owners Shaw Brothers Port London Voyage \_\_\_\_\_  
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Limulus Class of Vessel & Machinery \_\_\_\_\_  
 Steam Pressure— in Main Boilers 45 (State name of Dock.) \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 100 A1. 189  
 in Donkey Boiler 1 \_\_\_\_\_ + L.M.C. 11.86

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 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 rebushed, all sea cocks & valves examined & found satisfactory*

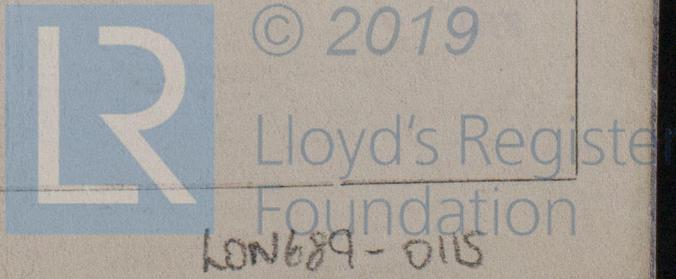
*Owner states that it is not yet convenient to hold S.S. No 2 but that it will be held on vessels return from this voyage*

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) .....	£	:	:	Received by me,
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable) .....	£	:	:	

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

Committee's Minute TUES 8 APRIL 1890 TUES 10 MARCH  
 Assigned Role for Completion



The Surveyors are requested not to write on or below the space for Comments.

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

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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