

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

50563

(Received at London Office,

FRIDAY 25 APRIL 1890

No. *219* Date of Writing Report *April 23rd 1890* Port of *London*
 No. in Reg. Book *219* Survey held at *London* Date, first Survey *April 11th* Last Survey *April 23rd 1890*
 on the Machinery of the *S.S. El Dorado* Master *Hobbes* No. of Visits *3*
 Tonnage { Gross *1298* Vessel built at *North Shields* By whom *T. W. Smith* When *1882* YEAR MONTH
 Net *833* Engines made at *Newcastle* When *1882* Boilers, when made (Main) *1882* (Donkey)
 Registered Horse Power *150* Owners *El Dorado R.A. Coys* Port *London* Voyage *London*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Afloat London* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *80 lbs* (State name of Dock.) *Afloat London* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 in Donkey Boiler *50 "* Last Survey No. *100A1.6.89* Port *S.S. Lon Pol - 84* *+ L.M.C. 3.84*
BS. 12.88

Particulars of Examination and Repairs (if any)

(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 main & donkey boilers & their respective safety-valves & found the same in good condition

Main safety-valves blew at 80 lbs per sq inch
Donkey " " " " 50 " " " "

General Observations, Opinion, and Recommendation:—

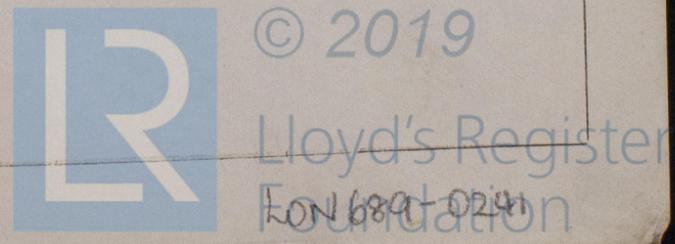
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

This vessel's machinery as far as seen is in safe working condition & eligible in my opinion to remain as classed & to have BS. 4.90 recorded in the Reg. Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	} <i>all</i>
Survey Fee (per Section 28).....	£ <i>2</i> 0 :	<i>11</i> 5 18 90	
Special Damage Fee (per Section 28).....	£ : :	Received by me,	} <i>all</i>
*Certificate (if required) as per margin.....	£ : :	<i>5</i> 5 18 90	
Travelling Expenses (if chargeable).....	£ : :		

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

Committee's Minute *FRIDAY 2 MAY 1890*
 Assigned *BS 4/90*



State if a Report is also now sent on the Ship or of not whether, and when, it is to be sent.

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

