50704

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

(Received at London Office, MON 2 JUNE 1890)

No. ..... Date of Writing Report May 30th 1890 Port of London

No. in Reg. Book. 499 Survey held at London Date, first Survey May 13th Last Survey May 29th 1890

on the Machinery of the S.S. Portstade Master Tilsey No. of Visits 3

Tonnage { Gross 634 / Net 385 } Vessel built at Sunderland By whom R. Thompson When 1888 (Year) 8 (Month)

Registered Horse Power 90 Engines made at " When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

No. of Main Boilers One Owners S. Clarke & Co Port London Voyage

Steam Pressure — in Main Boilers 90 in Donkey Boiler ✓ If Surveyed Afloat or in Dry Dock Regents (State name of Dock.)

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 100 A1 4.89 + LMC 8.88

Last Survey No. ..... Port .....

Particulars of Examination and Repairs (if any) Annual

(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?

Sea connections & propeller fastenings examined, satisfactory

This vessel's boiler, constructed without a steam dome, was found to prime, a dome has been constructed under the surveillance of this society, tested to 180 lbs per sq^r inch hydraulic & fitted satisfactorily on to the top of boiler, port side. The attachment is made by a solid neck strongly rivetted to the shell, the dome is horizontally on the boiler & is also supported by a strong double angle iron & plate, stop valve placed on end of dome aft, safety valves remain on main boiler

General Observations, Opinion, and Recommendation :— This vessels machinery as far as seen 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.)

Paid by the Glengall Iron Works

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 4/6/1890
Survey Fee (per Section 28)	£ 1 : 1 :	a SP
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	Received by me, 10/6 1890
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute FRI 6 JUNE 1890

Assigned As now

*Surveyors are requested not to write on or below the space for Committee's Minute.

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

LON 1891-0423

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 remain as classed.

N.A.

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☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.