

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

58707

No. *499* 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 *Stacey* No. of Visits *3*
 Tonnage Gross *634* Net *385* Vessel built at *Sunderland* By whom *R. Thompson* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*
 Registered Horse Power *90* Engines made at *"* When *1888* Owners *S. Clarke & Co* Port *London* Voyage *Regents*
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Regents* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *90* (State name of Dock.)
 in Donkey Boiler *✓*

MON. 2 JUNE 1890

Last Survey No. *100 A. 1. 4. 89* Port *London* *+ L.M.C. 8.88*

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

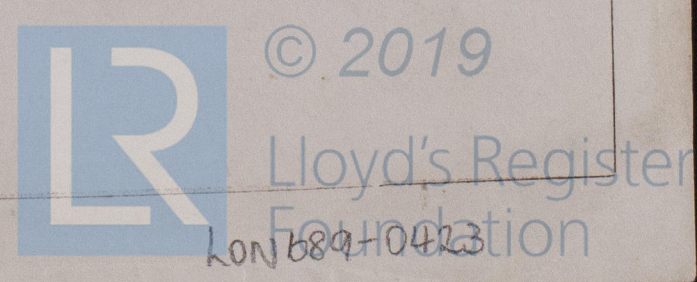
This vessel's boiler, constructed without a steam dome, was found to require, a dome has been constructed under the surveillance of this Society, tested to 180 lbs per sq. inch ^{hydraulic} & fitted satisfactorily on to the top of boiler, port side. The attachment is made by a solid neck strongly rivetted 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 vessel's machinery as far as run is in good condition & strength in my opinion to remain as classed*

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

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

Committee's Minute *FRI 6 JUNE 1890*
 Assigned *As now*



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
NA.
5-6-81



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