

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

50796
 Received at London Office, THURS 19 JUNE 1890
 No. in Reg. Book. *1164* Date of Writing Report *June 18th 1890* Port of *London*
 Survey held at *London* Date, first Survey *May 28th* Last Survey *June 18th 1890*
 on the Machinery of the *S.S. "Azalea"* Master *Wentler* No. of Visits *5*
 Tonnage { Gross *503* Net *314* Vessel built at *Sunderland* By whom *Sunderland S.B. Co.* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*
 Registered Power *80* Engines made at *"* When *1886*
 No. of Main Boilers *one* Owners *Lon. Ant. & Lon. Har Co Lim* Port *London* Voyage
 Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *Commercial & Private*
 in Donkey Boiler *60* (State name of Dock.) *also Larion Pier* Class of Vessel & Machinery
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. *100 A1. 9.89* Port *London*
 Particulars of Examination and Repairs (if any) *Special No 1*
 (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 *+ LMC. 1.86*

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 cylinders, pistons, rods, all pumps, all shafting, feed & barge & sea connections & found same in order.

Examined also main & donkey boilers & their respective safety-valves

at the request of owners held aswray on the tail shaft found same cracked, recommended a new one New shaft from Sunderland had no Lloyd's mark on it, examined same satisfactory

Repairs New H.P. Piston ring, new neck bushes in both side spindles, spindles turned in lathe, new tail shaft

Main valves blew at 90 lbs, donkey valves blew at 60 lbs, result satisfactory

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.)

The machinery of this vessel is now in an efficient condition & she is eligible in my opinion to be classed + LMC. 6.90 in the Reg Book

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 11/6/90
 Survey Fee (per Section 28) £ 3 : 10 : - 26/6/1890
 Special Damage Fee (per Section 28) £ 2 : 2 : -
 *Certificate (if required) as per margin £ : 2 : 6 Received by me, 27/6 1890
 Travelling Expenses (if chargeable) £ : : :

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

Committee's Minute *FRI 27 JUNE 1890*
 Assigned *+ Lmb 6/90*

It is submitted that this vessel
is eligible to have
+ L.M.C. 6.90
recorded.

N.A.

26-6-90

