

50843

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

(Received at London Office.)

MON 7 JULY 1890

No. *1053* Date of Writing Report *July 7th 1890* Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *July 2nd* Last Survey *July 4th 1890*
 on the Machinery of the *S.S. "Atlantic"* Master *Harris* No. of Visits *3*
 Tonnage { Gross *1426* Vessel built at *Glasgow* By whom *L & G Thompson* When *1884 6*
 { Net *916* Engines made at *"* When Boilers, when made (Main) (Donkey)
 Registered Horse Power *134* Owners *Atlantis S.S. Coy* Port *London* Voyage
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *London Dock* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *90* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 in Donkey Boiler

Last Survey No. *S.S. Cliff No 1-88* Port *London* *1881.12.89*
+ L.M.C. 6.88

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?

Main boiler & its safety-valves examined & found in good condition. Main safety-valves blow at 90 lbs
owing to shortness of vessel's stay in port, the donkey boiler & its safety-valves could not be examined, owners wish this to be done on vessel's return
High pressure slide face chipped & trued up, sundry minor repairs

General Observations, Opinion, and Recommendation:—

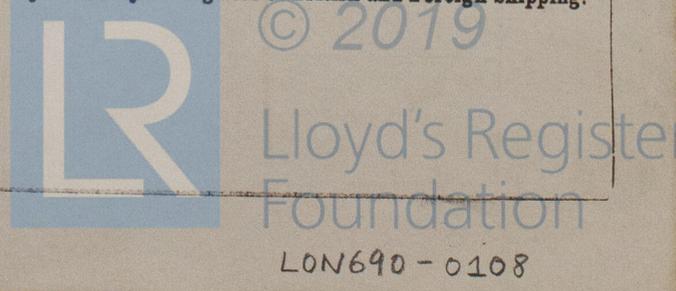
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or *L.M.C. 1/89, as the case may be.)

as far as seen this vessel's machinery is in good condition & eligible in my opinion to remain as classed & to have BS 7.90 recorded when the donkey boiler & its safety-valves have been seen & set under steam

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1	0	7/7 1890
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	8.7. 1890

Frankie Pison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 8 JULY 1890*
 Assigned *Note for Completion*



State, if a report is made, if not whether...

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

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
will be eligible to have
B.S. 7.90 recorded when
the d. boiler has been
surveyed.

M.H.
7.7.90



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