

## Report of Survey for Repairs, &amp;c., of Engines &amp; Boilers.

(Received at London Office,

MON 7 JULY 1890

No. *1053* Date of Writing Report *July 7<sup>th</sup> 1890* Port of *London*  
 No. in Reg. Book. *1053* Survey held at *London* Date, first Survey *July 2<sup>nd</sup>* Last Survey *July 4<sup>th</sup> 1890*  
 on the Machinery of the *S.S. "Atlantis"* Master *Harris* No. of Visits *3*  
 Tonnage Gross *1426* Net *916* Vessel built at *Glasgow* By whom *L. & G. Thompson* When *1884* YEAR. MONTH.  
 Registered Horse Power *134* Engines made at *"* When *"* Boilers, when made (Main) (Donkey)  
 No. of Main Boilers *One* Owners *Atlantis S.S. Co.* Port *London* Voyage  
 Steam Pressure in Main Boilers *90* If Surveyed Afloat or in Dry Dock *London Dock* (State name of Dock.)  
 in Donkey Boiler

Class of Vessel &amp; Machinery

(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

10A1.12.89

+LMC.6.88

Last Survey No. *S.S. Cdff No 1-88* Port *"*

## 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. &amp; M.S. 1/89, or \*LMC. 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)..... £ : :  
 Survey Fee (per Section 28) ..... £ 1 : :  
 Special Damage Fee (per Section 28) ..... £ : :  
 \*Certificate (if required) as per margin ..... £ : :  
 Travelling Expenses (if chargeable)..... £ : :

Fees applied for

7/7/1890

received by me,

8.7.1890

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

Committee's Minute

Assigned

Note for Completion

TUES 8 JULY 1890



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LON690-0108



It is submitted that this vessel  
will be eligible to have  
P.S. 7.90 recorded when  
the d. boiler has been  
surveyed.

Md  
7.7.90



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