

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

No. *61* Date of Writing Report *June 1890* Port of *London* (Received at London Office, SAT 5 JULY 1890)
 No. in Reg. Book *61* Survey held at *London* Date, first Survey *June 14th* Last Survey *July 2nd 1890*
 on the Machinery of the *S.S. Rautitus* Master *Colles* No. of Visits *6*
 Gross Tonnage *418* Vessel built at *Sunderland* By whom *G. A. Gubston* When *1874* Boilers, when made (Main) *1885* (Donkey) *1888*
 Net Tonnage *464* Engines made at *"* Owners *General Steam Nav Co* Port *London* Voyage
 Registered Horse Power *95* If Surveyed Afloat or in Dry Dock *Septford* Class of Vessel & Machinery
 No. of Main Boilers *2* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 Steam Pressure in Main Boilers *65* in Donkey Boiler *50*

Last Survey No. *50372* Port *Lon* *S.S. Lon 203-3-84*
 Particulars of Examination and Repairs (if any) *Special 201*
 (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?

Examined cylinders, pistons, slides, all pumps, sea connections, crank & tunnel shafting, also main boilers & steam dome
High Pressure cylinder found to be cracked has been bored out & a liner fitted, satisfactory
Examined winch boiler & safety valves, a crack in the uptake has now been repaired & a patch on the shell in way of donkey feed renewed
Blew main valves under steam at 64 lbs per sq inch.

General Observations, Opinion, and Recommendation:— *This vessels machinery as far as run is in good condition & eligible in our opinion to be classed LMC X90 in the Reg Book when the safety valve of winch boiler has been adjusted under steam to 50 lbs*
 (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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 10 :	<i>7/7 1890</i>
Special Damage Fee (per Section 28).....	£ : :	<i>paid 19/7/90</i>
*Certificate (if required) as per margin.....	£ : :	Received by me, <i>W. L. Gay</i>
Travelling Expenses (if chargeable).....	£ : :	<i>13</i>

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

Committee's Minute *Deferred* *WES 26 AUGUST 1890* *TUES 23 SEPT 1890* *FRI 10 JUL 1901*
 Assigned *Deferred*
 Lloyd's Register Foundation
 LON690-0118

It is submitted that this vessel will
be eligible to have LMC 7-90
recoiled. when the safety valves of
the donkey boiler have been
adjusted under steam

H.A.

7-7-90



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