

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

50849

(Received at London Office,)

SAT 5 JULY 1890

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

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 seen is in good condition & eligible in our opinion to be classed L.M.C. 1890 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	7/7 1890
Special Damage Fee (per Section 28).....	£	:	:	paid 19/7/90
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	13

Received by me, *Wm. Rantatus* Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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

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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