

50853

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

(Received at London Office. SAT 5 JULY 1890)

No. *50740* Date of Writing Report *4 July* 1890 Port of *London*  
 No. in Reg. Book. *563* Survey held at *London* Date, first Survey *4 July* Last Survey *4 July 1890*  
 on the Machinery of the *Sm of "Invoy"* Master  
 Tonnage Gross *1553* Net *881* Vessel built at *Stull* By whom *Gilbert & Cooper* When *1872* No. of Visits  
 Registered Horse Power *130* Engines made at *Stull* When *1872* Boilers, when made (Main) *1881* (Donkey) *1872*  
 No. of Main Boilers *2* Owners *W. S. Bailey* Port *Stull* Voyage *not fixed*  
 Steam Pressure in Main Boilers *72*  Surveyed Afloat or in Dry Dock *Stullwalls Sts* Class of Vessel & Machinery *90 A1-4 1890*  
 in Donkey Boiler *40* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *Smc-4 1890*

Last Survey No. *50740* Port *London*  
 Particulars of Examination and Repairs (if any) *Completion of B.S.*  
 (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?

*Tested safety valves of which boiler under steam & found it to blow at 42 lbs per sq inch.*

*Main boiler safety valves run under steam & blow at 72 lbs, result - satisfactory*  
*27th July 1890*

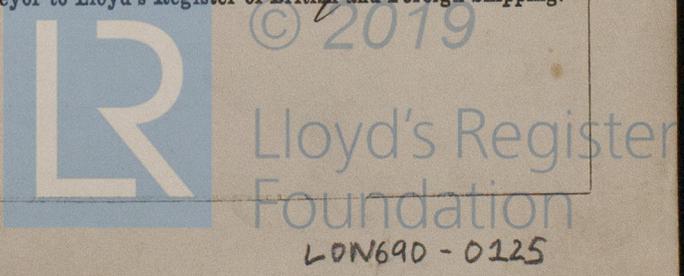
General Observations, Opinion, and Recommendation:— *The machinery as far as seen now appears in good & safe working condition, undering the vessel eligible in my opinion to remain as classed & to have B.S. - 4.90 now recorded.*  
 (State clearly what alteration, if any, is suggested to be made in the 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).....	£ : 10 :	9-7-1890
Special Damage Fee (per Section 28).....	£ 1 5/11/90	} <i>app.</i>
Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me, <i>24/11 1891</i>

*W. L. Gray*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 15 JULY 1890* *TUES. 21 APL 1891*

Assigned *B. S. 4.90*



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 is eligible to have B.S. 4.90 recorded.

MLD  
14.7.90



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.