

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

50915

(Received at London Office.)

WED 9 JULY 1890

No. *507* Date of Writing Report *July 9th 1890* Port of *London*
 No. in Reg. Book *507* Survey held at *London* Date, first Survey *May 9th* Last Survey *July 8th 1890*
 on the Machinery of the *"H. S. 'Hoyds'"* Master *Stells* No. of Visits *6*
 Tonnage Gross *883* Net *564* Vessel built at *Newcastle* By whom *Palmer & Co* When *1869* Boilers, when made (Main) *1876* (Donkey) *1876*
 Registered Horse Power *99* Engines made at *"* When *1869*
 No. of Main Boilers *one* Owners *Harris & Dixon* Port *London* Voyage
 Steam Pressure in Main Boilers *67* If Surveyed Afloat or in Dry Dock *Union* Class of Vessel & Machinery
 in Donkey Boiler *40* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. *201-86* Port *London*

Particulars of Examination and Repairs (if any) *Special No 2*

(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 & donkey boiler & their respective safety valves examined also cylinders, pistons, valves, condenser, all pumps sea valves, coals & connections, all shafting including the tail shaft, & all working parts

Repairs

Four new furnaces fitted (Pons' patent) all back combustion chambers renewed for half the way up, new steam space stays fitted & 81 water space renewed stays fitted with nuts, front plate round furnace renewed & doubling plate round front of bottom manhole, rivets - at bottom of shell renewed General overhaul of engines & shafting lined up throughout, new bottom valves fitted at steam tube. Boiler tested to 110 lbs water pressure

*Main valves then at 67 lbs
 donkey " " " 40 "*

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.)

This vessel's machinery having been thoroughly overhauled, she is eligible in my opinion to be classed L.M.C. 4. 90 in the Reg. Book

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	3	10	23/7/18 90
Special Damage Fee (per Section 28)	£	3	3	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	24/7 1890

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

Committee's Minute

FRI 25 JULY 1890

Assigned

Lmle 7/90



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Lloyd's Register Foundation

LON 690-0198

It is submitted that this vessel
is eligible to have LHC. 7.50
recorded

J. J. M.
24/7/90



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