

50959

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

(Received at London Office.)

1 AUGUST 1890

No. *50959* Date of Writing Report *July 31st 1890* Port of *London*
 No. in Reg. Book. *252* Survey held at *London* Date, first Survey *July 26* Last Survey *July 30 1890*
 on the Machinery of the *S.S. "Argasso"* Master *Passio* No. of Visits *4*
 Tonnage Gross *1441* Net *927* Vessel built at *Glasgow* By whom *Le G. Thompson* When *1883* YEAR. MONTH. *5-*
 Registered Horse Power *120* Engines made at *"* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 No. of Main Boilers *one* Owners *Argasso S.S. Coy* Port *London* Voyage
 Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *London Dock* Class of Vessel & Machinery
 in Donkey Boiler *✓* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. *50880* Port *London* *S.S. Bks 201.88*
 Particulars of Examination and Repairs (if any) *+100A1.4.90*
+LMC.3.88
BS.4.89

(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 boilers & safety - valves examined, sundry rivets - renewed in centre comb chambers also caulking to seams, one new stay tube fitted

Owing to the repairs to main boiler, & to the short stay of this vessel, donkey boiler was in use & could not be seen (see attached letter)

Whirl - steam was being raised for setting valves a joint in bottom manhole door gave way so this risky setting has had to be postponed, vessel sailed during the night -

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.)
as far as seen this vessels machinery is in good condition & suitable in our opinion to remain so classed & to have BS. 7.90 recorded when main valves have been set & when donkey boiler & its safety valves have been run & the valves set

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1	10	2 18 1890
Special Damage Fee (per Section 28)	£	:	:	
Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	5 8 1890
				total fee

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

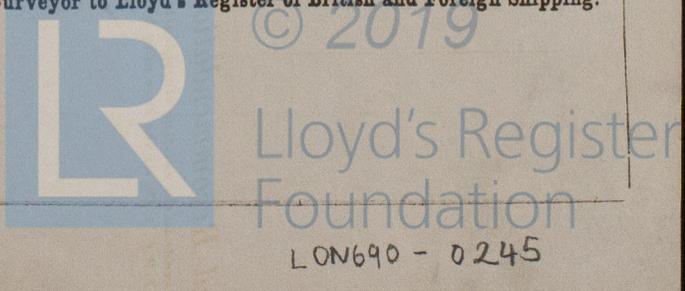
Committee's Minute *18 AUGUST 1890*

Assigned *deferred for completion*

State if a Report is not to be sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—6000, 9/12/89. * Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



It is submitted that this vessel will
be eligible to have B.S. 7.90 ^{revised}
when the donkey boiler and its
safety valve, have been examined
and the safety valves of the
main and donkey boilers
adjusted under
steam.

N.A.
6.1.90



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