

50988

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

(Received at London Office.)

THURS 7 AUGUST 1890

No. *111* Date of Writing Report *August 6th 1890* Port of *London*
 Reg. Book. *III* Survey held at *London* Date, first Survey *July 29* Last Survey *August 5 1890*
 on the Machinery of the *A. D. "Lamington"* Master *Steel* No. of Visits *3*
 Tonnage } Gross *1886* Vessel built at *P. & T. Glasgow* By whom *R. Duncan & Co* When *1881*
 Net *1208* Engines made at *Grunock* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
 Registered Horse Power } *200* Owners *A. D. Lamington Coy* Port *Glasgow* Voyage
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Poplar Dry Dock* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *80 lbs* (State name of Dock.) *Poplar Dry Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *+100AL & A1*1*
 in Donkey Boiler *50* *S. S. No 2. 7 LMC. 7.89*

Last Survey No. *6122* Port *CFA* *2nd Survey Liv 4.89*
 Particulars of Examination and Repairs (if any) *Annual 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?

Sea connections & propeller fastenings seen, result satisfactory
Main & donkey boilers & their respective safety-valves examined, result satisfactory. Four new steam space stays fitted in donkey boiler

Main safety-valves blow at 80 lbs per sq inch
Donkey " " " " " 50 " " "
Engines turned round under steam

This submitted that this vessel is eligible to have B.S. 8.90 recorded
L.P.H.
11/8/90

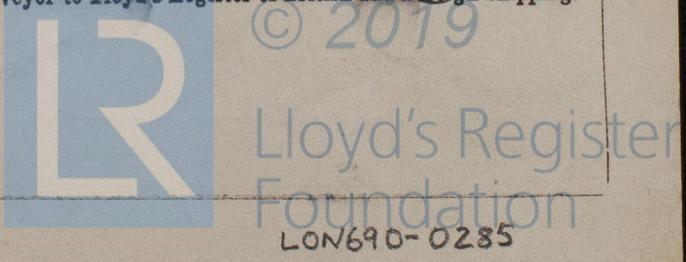
General Observations, Opinion, and Recommendation:—

(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 vessel's machinery is in good condition & eligible in our opinion to remain as classed & to have B.S. 8.90 recorded in the Reg Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	} received by me, <i>Maurice Pitson & H.P. Cornick</i> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28)	£ 1 : 10:	11/8/1890	
Special Damage Fee (per Section 28)	£ : :		
*Certificate (if required) as per margin	£ : :		
Travelling Expenses (if chargeable).....	£ : :	13/8/1890	

Committee's Minute *THURS 12 AUGUST 1890*
 Assigned *RS 8/90*



T. & S. Form No. 9.—Transfer In.—See... * certificate to be sent to... (The surveyors are requested not to write on or below this space for Committee's Minute.)

Character of Ship and Machinery precisely as in the Register Book