

57003

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

No. \_\_\_\_\_ Date of Writing Report *July 29<sup>th</sup> 1890* Port of *London* Received at London Office. *WED 30 JULY 1890*

No. in Reg. Book. *113* Survey held at *London* Date, first Survey *29/7/90* Last Survey *29 July 1890*

*113* on the Machinery of the *ss Deerhound* Master *G. Smith* No. of Visits *1*

Tonnage { Gross *443* Net *271* Vessel built at *London* By whom *Forrest & Son* When *1882* 10

Registered Horse Power *70* Engines made at *Glasgow* When *1882* Boilers, when made (Main) *1882* Donkey) *5*

No. of Main Boilers *80* Owners *Walker Howard & Co* Port *London* Voyage \_\_\_\_\_

Steam Pressure in Main Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *+ 100 A.1*

in Donkey Boiler \_\_\_\_\_ (State name of Dock.) *Hetchers* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ L.M.C.*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) *ss London No. 1, 87* *B.S. 11, 89* *5.87*

(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 and propeller fastenings examined and found satisfactory*

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.)

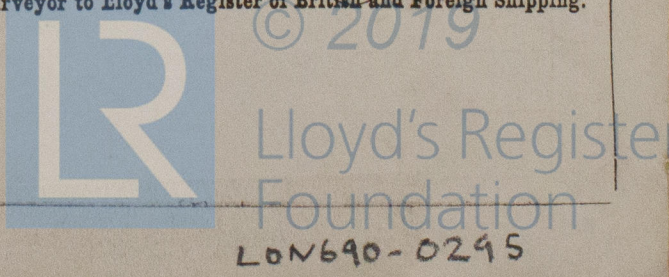
*As far as seen this vessels machinery is in good order, and in our opinion is eligible to remain as classed*

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

*Thomas Ashton & N.P. Cornish*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute \_\_\_\_\_

Assigned *As Classed*





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  
remain as  
classified -

N.A.  
13-8-90



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