

57047

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

(Received at London Office. 22 AUGUST 1890)

No. \_\_\_\_\_ Date of Writing Report 21. 8. 90 18 \_\_\_\_\_ Port of \_\_\_\_\_  
 No. in Reg. Book. Survey held at London Date, first Survey ✓ Last Survey Aug. 15 1890  
475 on the Machinery of the S. S. "Tropic" Master \_\_\_\_\_ No. of Visits 1  
 Tonnage Gross 1763 Net 1361132 Vessel built at Whithorn: By whom Whithorn: S. B. Co. When 1888-3  
 Registered Horse Power 160 Engines made at Glasgow: When 1888 Boilers, when made (Main) 1888 (Donkey)  
 No. of Main Boilers \_\_\_\_\_ Owners E. G. Thun Port Supl. Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 160lbs.  Surveyed Afloat or in Dry Dock Pontoon Class of Vessel & Machinery 100A1  
 in Donkey Boiler \_\_\_\_\_ (State name of Dock.) \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 6.90 -1-L.M.C. 3. 88

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

## Particulars of Examination and Repairs (if any)

(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?

*Vessel placed on Pontoon, sea counter: id. & found in good condition. Propeller (solid) one blade found to be broken short off. This propeller has been removed & a new solid propeller fitted the tail shaft: found to be a good fit in Stern bush.*

## 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 appears 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) .....	£ : :		received by me,	
*Certificate (if required) as per margin .....	£ : :			18
Travelling Expenses (if chargeable).....	£ : :			

*Geo. E. Merensson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

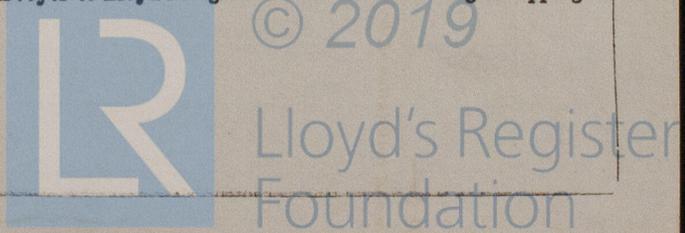
Committee's Minute TUES 26 AUGUST 1890

Assigned as now.

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

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 the  
vessel is eligible  
to remain as  
classed—

NA.  
25-8-90



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