

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

No. \_\_\_\_\_ Date of Writing Report *28 Aug 1890* Port of *London*  
 No. in Reg. Book. Survey held at *London* Date, first Survey *25 Aug* Last Survey *27 Aug 1887*  
*889* on the Machinery of the *steel s/s "Storm King"* Master *F. L. Gwyer* No. of Visits *2*  
 Tonnage { Gross *3279* Net *2123* Vessel built at *Middlesbrough* By whom *R. Dixon & Co.* When *1890* YEAR. MONTH. *5*  
 Registered Horse Power *450* Engines made at *Hpl* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*  
 No. of Main Boilers *16* Owners *W. Ross & Co.* Port *London* Voyage *New Orleans*  
 Steam Pressure in Main Boilers *160* If Surveyed Afloat *in Dry Dock* *Vict Graving Dock* Class of Vessel & Machinery *100 A1-5190*  
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *+ SMC - 4,90*

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

Particulars of Examination and Repairs (if any) *condition*

(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?

*Fastenings of sea connections and propeller in good order*  
*One propeller blade now renewed*

General Observations, Opinion, and Recommendation:— *The machinery as far as seen*

(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.)

*has appeared in a good safe working condition, eligible in my opinion to remain as classed*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	188
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

*J. H. Gray*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 2 SEP 1890*

Assigned *As now*

T. & S. Form No. 8.—Transfer Int.—6000, 28/1/89. \* 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



Lloyd's Register Foundation

LON690-0385



It is submitted that this  
vessel is eligible to  
remain as  
classified.

W.A.  
30.8.90



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Foundation