

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

51117a

(Received at London Office, THU 7 JUN 88)

No. ~~1~~ Date of Writing Report *June 4<sup>th</sup> 1888* Port of *London*  
 No. in Reg. Book. Survey held at *London* Date, first Survey *June 6<sup>th</sup>* Last Survey *June 6<sup>th</sup> 1888*  
 on the Machinery of the *S.S. Palmyra* Master *A. Munro* No. of Visits *1*  
 Tonnage Gross *904* Net *960* Vessel built at *Palmer's* By whom *Palmer & Co Newcastle* When *1866* YEAR. MONTH. *1*  
 Registered Horse Power *1440* Engines made at *Palmer's* When *1866* Boilers, when made (Main) *1872* (Donkey)  
 No. of Main Boilers *2* Owners *J. Fenwick & Co* Port *London* Voyage *Coast*  
 Steam Pressure in Main Boilers *76 lbs* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *90-A-1-12-87*  
 in Donkey Boiler (State name of Dock.) *M.S. 3-85-4 B.S. 11-87*

Last Survey No. *51120* Port *Lon*

## 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?

*This vessel being in Bridge Dock, examined sea connections & propeller fastenings & found them in good order. propeller down in stern bush  $\frac{1}{8}$  +  $\frac{1}{16}$ "*

## 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.)

*Eligible in my opinion to remain classed as above  
 M.S. 3-85-4 B.S. 6-11-87 in the register book*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 25) .....	£	:	:	188
Special Damage, Fee (per Section 25) .....	£	:	:	Received by me,
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable) .....	£	:	:	188

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

Committee's Minute *TUES 3 JUNE 1888* *TUES 11 SEPT 1888*

*TUES 2 APRIL 1889* *FRIDAY 21 JUNE 1889* *TUES 24 JAN 1890* *TUES 10 SEPT 1890*

Assigned

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

Certificate of the Surveyors are requested not to write on or below the space for Committee's Minutes.

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

It is submitted that this vessel is eligible to remain as classed

B9  
15/6/88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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