57117 a

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

(Received at London Office, FRIDAY 7 JUNE 1889)

No. ..... Date of Writing Report June 188 Port of London

No. in Reg. Book. 50 Survey held at London Date, first Survey May 27 Last Survey June 1889

on the Machinery of the S. S. Palmyra Master Munro No. of Visits 6

Tonnage { Gross 960 / Net 704 } Registered Horse Power 140 No. of Main Boilers 2 Steam Pressure— in Main Boilers 45 in Donkey Boiler

Vessel built at Newcastle By whom Palmer & Co When (Year) 1866 (Month) 1

Engines made at Newcastle When 1866 Boilers, when made (Main) 1872 (Donkey)

Owners J. Henwill & Sons Port London Voyage Coast

If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.)

Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) 90 A1 · 12·84 SS·Lon·No 1·85 M·S·3·85 B·S·10·85

Last Survey No. ..... Port .....

Particulars of Examination and Repairs (if any) Special Survey No 2

(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? Yes

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? Examined propeller fastenings & sea connections, sea cocks &c. propeller found to be down 3/8". On disconnecting the same found shaft much corroded & recommended new one. This has been fitted after examination & stern tube rebushed in a satisfactory manner

Examined pistons, cylinders, slides, all pumps & valves, crank & thrust shafts, & found them in a satisfactory condition, sundry minor repairs have been done to engines

Examined main boilers, donkey boiler, also superheater, & stop & safety valves for the same.

Found in main boilers several tubes very thin, port back middle furnace leaking at bottom of combustion chamber, also sundry small leakages. Recommended 20 new tubes to be put in, patch to be put on Pt. boiler comb chamb back, middle furnace & new stay where required, also caulking; this has been satisfactory executed

Main boiler safety valves weighted & calculated to blow at a pressure of 45 lbs per sq inch

Donkey boiler new in 1887 & marked No 231 Hydro test 180 lbs R.H. 8.87

General Observations, Opinion, and Recommendation:— The machinery of this vessel being now in a satisfactory condition she is eligible in my opinion to be classed M.S. 6.89 in the Register Book

(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.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 14.6.188 9
Survey Fee (per Section 28)	£ 3 : 3 :	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ 6 : 6 :	owners received by me,
Travelling Expenses (if chargeable)	£ : 17 : 9	19/9 188 90

CASW

Maurice Pelton

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

Committee's Minute TUES 18 JUNE 1889 FRIDAY 21 JUNE 1889 TUES 3 JUNE 1890 TUES 16 SEPT 1890

Assigned B + MS 6/89

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

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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

T. & S. Form No. 200, 28/1/89. Sander Ink—P. & Certificate to be

LON690-0452

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 have B & M.S. 6.89 recorded -

N. A.

17-6-89

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS