

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

(Received at London Office.)

FRI 12 SEPT 1890

No. _____ Date of Writing Report *Augth 28th 1890* Port of *London*

No. in Reg. Book. *46* Survey held at *London* Date, first Survey *July 28th* Last Survey *August 22nd 1890*

on the Machinery of the *S. S. "Palmyra"* Master _____ No. of Visits *4*

Tonnage { Gross *922* Net *822* } Vessel built at *Newcastle* By whom *Palmer & Co* When *1866-1*

Registered Horse Power *140* Engines made at _____ When *1866* Boilers, when made (Main) *1862* (Donkey) _____

No. of Main Boilers *2* Owners *J. Fenwick & Son* Port *London* Voyage _____

Steam Pressure in Main Boilers *75 lbs.* If Surveyed Afloat or in Dry Dock *Limetiles* (State name of Dock.) _____

in Donkey Boiler *80* Class of Vessel & Machinery *90A1.* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *M.S. 3.85. B.S. 10.38.*

Last Survey No. _____ Port *SS Lon. No - 85*

Particulars of Examination and Repairs (if any) *Annual B.S.*
 (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?

Main boilers examd: internally & externally: found to be in fairly good condtn: with the exception of some of the screwed stays in bomb. chrs: the defective ones about 36 have now been renewed. Safety valves in good condtn: loaded with a weighted lever to 75 lbs

Donkey boiler & its safety - valves examined safely - valves blew at 80 lbs

Sea connections & propeller fastenings new

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 our this vessel's machinery is in good condition, & eligible in our opinion to remain as classed, & to have B.S. 8.90 recorded in the Reg. Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	} <i>219</i> 1890 <i>C.N.S.W.</i>
Survey Fee (per Section 28)	£ <i>2</i> : <i>0</i> :	received by me,	
Special Damage Fee (per Section 28)	£ : :	<i>1579</i> 1890	
*Certificate (if required) as per margin	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

Geo. E. Merriam & Maurice Ashton
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

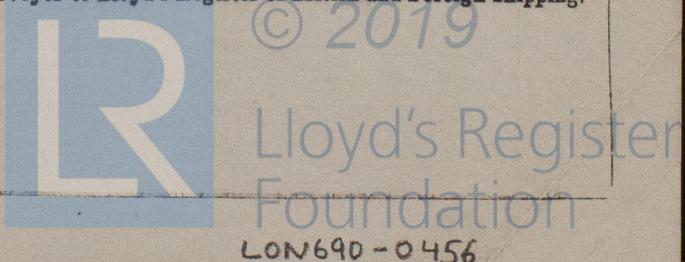
Committee's Minute *TUES 10 SEPT 1890*

Assigned *R.S. 8/90*

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

* Certificate to be sent to the Registrar of the Registrar's Minute.

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



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.S. 8-90
recorded.

W.A.
15-9-90



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