

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

51120

No. *46* Date of Writing Report *Aug<sup>th</sup> 28<sup>th</sup> 1890* Port of *London*  
 No. in Reg. Book. *Survey held at London* Date, first Survey *July 28<sup>th</sup>* Last Survey *August 22<sup>nd</sup> 1890*  
*46* on the Machinery of the *S. S. "Palmyra"* Master *Palmer* 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 *Limitless* Class of Vessel & Machinery *90A1.*  
 in Donkey Boiler *80* (State name of Dock.) *MS. 3.85*  
 Last Survey No. *SS Lon. No. - 85* *B.S. 10.38.*

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 Comb. 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 seen 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 1890</i> <i>received by me,</i> <i>15/9 1890</i>
Survey Fee (per Section 28) .....	£ 2 : 0		
Special Damage Fee (per Section 28) .....	£ : :		
*Certificate (if required) as per margin .....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

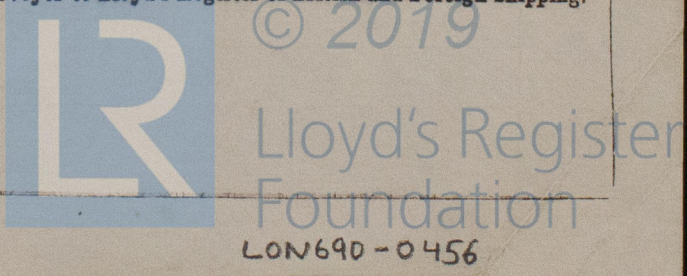
*Geo. E. Merriam & Isaac Nelson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 10 SEPT 1890*  
 Assigned *R S 8/90*

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

S. Form No. 2. Transfer Ink - 6000, 9/12/89. \* Certificate to be sent to the Registrar of Shipping in the space for Committee'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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