

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

(Received at London Office.)

51161

No. 51161 Date of Writing Report 18 Port of London  
 No. in Reg. Book 289 Survey held at London Date, first Survey 23 Sept Last Survey 1890  
 on the Machinery of the S. S. River Garry Master Workman Clark & Co No. of Visits 1  
 Tonnage Gross 1339 Net 1146 Vessel built at Belfast By whom Workman Clark & Co When 1883 Boilers, when made (Main) 1883 (Donkey)  
 Registered Horse Power 99 Engines made at Glasgow When 1883 Boilers, when made (Main) 1883 (Donkey)  
 No. of Main Boilers 1 Owners J. Little & Co Port Glasgow Voyage Commercial  
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Commercial Class of Vessel & Machinery +100 A 1888  
 in Donkey Boiler 56 (State name of Dock.) Commercial (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +LMC. 8. 88

Last Survey No. 35996 Port London

Particulars of Examination and Repairs (if any) Setting donkey boiler Safety valves.  
 (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?

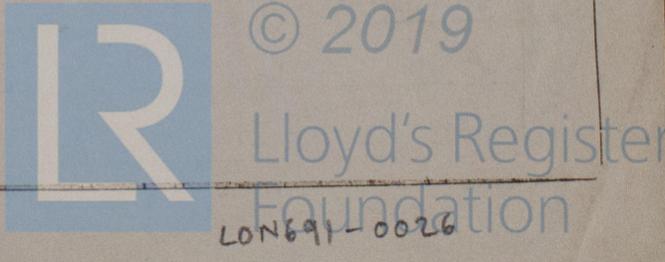
*The donkey boiler safety valves were found to be in good working order under steam and to blow off at 56 lb.*

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to have the recommendations of the attached report (Liverpool 35996) recorded 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 18 received by me, 18
Survey Fee (per Section 28) .....	£	:	:	
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

*C. G. Brown*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute ✓ TUES 30 SEPT 1890  
 Assigned RS 9/90



State if a Report is also 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

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. 9-90 recorded-

N.A.  
29-9-20

*[Faint, illegible handwriting in the right-hand margin, possibly bleed-through from the reverse side of the page.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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