

51201

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

No. *289* Date of Writing Report *Oct 3<sup>rd</sup> 1890* Port of *London* (Received at London Office. SAT 4 OCT 1890)

No. in Reg. Book. *289* Survey held at *London* Date, first Survey *Oct 1<sup>st</sup>* Last Survey *Oct 1<sup>st</sup> 1890*

on the Machinery of the s/s. *"Isleumanna"* Master *A. Haisman* No. of Visits *1*

Tonnage } Gross *438* Vessel built at *North Shields* By whom *Smith* When *1871* YEAR. MONTH.

Net *473* Engines made at *Newcastle* When *1871* Boilers, when made (Main) *1880* (Donkey)

Registered Horse Power } *95* Owners *Sollas & Son* Port *Newcastle* Voyage *-*

No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *dry dock* Class of Vessel & Machinery *+90 A.I. 1-90*

Steam Pressure in Main Boilers *65* (State name of Dock.) *Horsferry* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *Dec. 2, 90*

in Donkey Boiler  Last Survey No. *55* Port *Lon. No. 1-90.*

## 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?

*Examined sea connections & propeller fastenings.*

## 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 the machinery of this vessel is in a safe working condition eligible in my opinion to remain as classed*

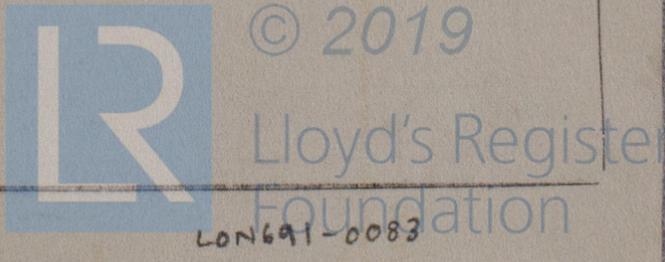
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	
Survey Fee (per Section 28) .....	£	:	:		18
Special Damage Fee (per Section 28) .....	£	:	:		
*Certificate (if required) as per margin .....	£	:	:		received by me,
Travelling Expenses (if chargeable).....	£	:	:		18

*A.P. Cornish*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

*As now*



State of 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  
remain as  
Classed—  
N.A.  
8-10-90

*[Faint, illegible handwritten notes and bleed-through from the reverse side of the page.]*



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