

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

(Received at London Office.)

1908 21 OCT 1900

No. *395* Date of Writing Report *Oct-18<sup>th</sup> 1890* Port of *London*  
No. in Reg. Book. *1188* Survey held at *London* Date, first Survey *Oct-11<sup>th</sup> 1890* Last Survey *Oct-11<sup>th</sup> 1890*  
on the Machinery of the *S. S. "Mangrove"* Master *Brown* No. of Visits *1*  
Tonnage Gross *1188* Net *749* Vessel built at *Newcastle* By whom *Palmer's Co* When *1872* H  
Registered Horse Power *190* Engines made at *"* When *1885* Boilers, when made (Main) *1885* (Donkey) *-*  
No. of Main Boilers *✓* Owners *J. Fenwick & Sons* Port *London* Voyage  
Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *dry dock*  
in Donkey Boiler *-* (State name of Dock.) *Litholite* Class of Vessel & Machinery  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+100A1.6.89*  
*LMC.6.89*  
*+NB.3.85*

Last Survey No. *51223* Port *London* *Oct-11-89*

## 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?

*Sea connections & propeller fastenings run & found in good condition*

## 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.)

*Eligible in my opinion (as far as run) 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

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

Committee's Minutes *FRI 24 OCT 1900*  
Assigned *Remain as classed*

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

F. & S. Form No. 9—Transfer 189. \* Certificate to be sent to the Committee's Minutes.

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



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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—

W.A.

23-10-20



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