

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

51293

No. 181 Date of Writing Report Nov 11<sup>th</sup> 1890 Port of London (Received at London Office. WED 12 NOV 1890)  
 No. in Reg. Book 181 Survey held at Blackwall Date, first Survey Nov 8<sup>th</sup> Last Survey Nov 10<sup>th</sup> 1890  
 on the Machinery of the s/s. "Agnes" Master A. Bretschneider No. of Visits 2  
 Tonnage Gross 938 Net 589 Vessel built at Middlesbro' By whom Back's & Dixon When 1870 YEAR. MONTH. 2  
 Registered Horse Power 99 Engines made at Stockton When 1870 Boilers, when made (Main) 1879 (Donkey) now  
 No. of Main Boilers 2 Owners J. Rodemacker Port Danzig Voyage -  
 Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.) Stewart's Blackwall Class of Vessel & Machinery A 1. 8-89  
 in Donkey Boiler no D.B. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) M.S. 2-88

Last Survey No. 51197 Port London S.S. Lon: No 3-187  
 Particulars of Examination and Repairs (if any) Annual Boiler Survey. B.S. 9-89  
 (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?

A new propeller and propeller shaft have been fitted.  
Examined Boilers internally & externally. In the starboard boiler the three bottom rows of tubes were much palled up, these have been renewed. The port boiler is in much the same condition as the starboard boiler and the owners intend to renew the 3 bottom rows of tubes at the end of next voyage when the safety valves can be adjusted under steam. The bottom of the port boiler could not be examined as the water was left standing in, about 6" in depth, recommended drain valves to be fitted to each boiler, these will be put in at the end of next voyage.

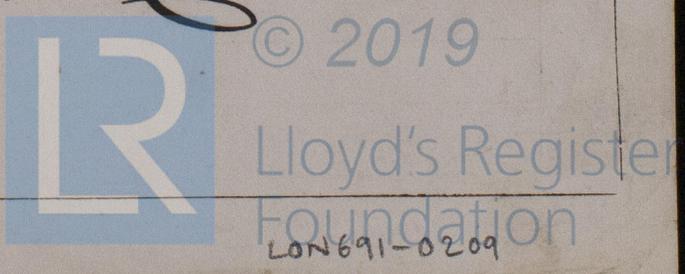
To complete the survey. The bottom of the port boiler has to be examined and the 3 bottom rows of tubes renewed, and the safety valves to be adjusted under steam at the end of next voyage.

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.)  
This vessel is eligible in my opinion to have B.S. 11-90 recorded in the Register Book subject to completion of survey, as above

Office of Registration Fee (per Sec. 27)	£ 1 : 10 : 0	Fees applied for 15. 11. 1890 received by me, 19/11 1890
Survey Fee (per Section 28)	£ :	
Special Damage Fee (per Section 28)	£ :	
Certificate (if required) as per margin	£ :	
Travelling Expenses (if chargeable)	£ :	

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

Committee's Minutes TUES 18 NOV 1890 TUES 9<sup>th</sup> MARCH  
 Assigned Note for Completion  
Mon limit



T. & S. Form No. 9.—Transfer Ink—6600, 9/12/89. \* Certificate to be sent to (The Surveyors are requested not to write on or behind the space for Committee's Minutes.) State if a Report is also now sent on the Ship or if not whether, and where, one will be sent.

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

It is submitted that this vessel is eligible to have its name expunged from the limited list, and to have B.S. 11-90 recorded when the bottom of the Port boiler has been examined and the 3 bottom rows of tubes renewed, and the safety valves adjusted under steam.

W. A.  
17-11-90

