51317

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

(Received at London Office, WED 22 OCT 1890)

No. ____ Date of Writing Report October 21st 1890 Port of London

No. in Reg. Book. 210 Survey held at London Date, first Survey Sept 9th Last Survey Oct 17th 1890

on the Machinery of the S.S. "Marica" Master Green No. of Visits 6

Tonnage: Gross 2211, Net 1425 — Vessel built at Newcastle By whom Palmers Co When 1882 (Year) 3 (Month)

Registered Horse Power 250 — Engines made at " When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers 2 — Owners Anis S.S. Coy Port London Voyage

Steam Pressure — in Main Boilers 80 lbs — in Donkey Boiler 55 "

If Surveyed Afloat or in Dry Dock (State name of Dock.) Carter's Dry Dock

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100 A1 5.89 LMC 12.85 BS 10.89

Last Survey No. ____ Port S.S. Shl 281-86

Particulars of Examination and Repairs (if any) Special No 2

(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

Yes

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?

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 starboard main boiler & its safety valves, also donkey boiler & its safety valves, also, crank-tunnel & thrust, & tail shafting, sea connections, sea cocks, cylinders pistons, slides, all pumps & working parts of engines.

Examined port boiler & its safety valves.

Repairs

A patch fitted in star^d boiler combustion chamber extending the whole length of the chamber at the back, & new screwed plays fitted to patch (this comb chamber is common to the two centre furnaces). A new crown plate fitted in the port centre furnace, port boiler, & several new screwed plays fitted in comb chamber backs, new front plate fitted round manhole at bottom

Two fwd & two bilge pumps valves renewed. A new tail shaft fitted, & shafting lined up, cranks shaft disconnected at coupling, holes reamed out, & new bolts fitted, two new main bearings fitted, & one bottom end brass for^d top half, sundry & general repairs

Main safety valves blow at 80 lbs. donkey safety valves blow at 55 lbs per sq^r inch

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 vessels machinery is now in good condition, & she is eligible in my opinion to be classed LMC 10.90 in the regr book

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 23/10/90 & 22/11/1890
Survey Fee (per Section 28)	£ 5 : 0 :	
Special Damage Fee (per Section 28)	£ 4 : 4 :	
*Certificate (if required) as per margin	£ : :	Received by me, 25/11/1890
Travelling Expenses (if chargeable)	£ : :	

Charles Robson & W. P. Yorwich

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

Committee's Minute TUES 25 NOV 1890

Assigned LMC 10/90

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

T. & S. Form No. 9—Transfer Ink—6600, 9/12/89. * Certificate to be sent to ____ or if not wanted, and when, one will be sent.

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

LON691-0244

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 LMC 10.90 recorded.

[illegible]

24.10.90