

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

51320

SAT 22 NOV 1890

No. 51320 Date of Writing Report Nov 21st 18 90 Port of London
 No. in Reg. Book 252 Survey held at London Date, first Survey Nov 14th Last Survey Nov 20th 18 90
 on the Machinery of the s/s "Sargasso" Master Norris No. of Visits 3
 Tonnage Gross 1441 Net 927 Vessel built at Glasgow By whom J. G. Thompson When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 Registered Horse Power 120 Engines made at do. Owners Sargasso S.S. Co. Port London Voyage
 No. of Main Boilers 1 Steam Pressure in Main Boilers 90 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery +100 A. 4-90
 in Donkey Boiler 45 (State name of Dock.) Limekiln (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +L.M.C. 3-88
 Last Survey No. S.S. Brs, No 1-88 Port London B.S. 7-89

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?

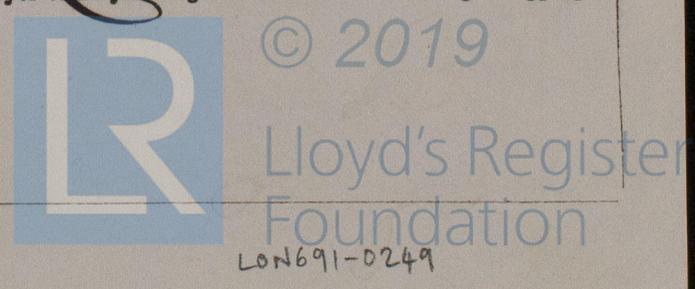
Donkey Boiler examined & safety valve adjusted to 45 lbs per sq inch
Main boiler safety valves blew at 90 lbs per sq inch.

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.)
as far as seen the machinery of this vessel is in good condition & is eligible in my opinion to remain as classed and to have in addition B.S. 7-90 recorded in the Register Book.

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

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

Committee's Minute TUES 25 NOV 1890
 Assigned B.S. 4/90



State if a Rep. is also or if not whether, and when, 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. 7-90 recorded-

W.A.

24-10-90

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