

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

51446  
FRI 9 JAN 1891

No. 361 Date of Writing Report 3<sup>rd</sup> Dec 91 1891 Port of London  
 No. in Reg. Book. 361 Survey held at London Date, first Survey 19<sup>th</sup> Dec Last Survey 19<sup>th</sup> Dec 1890  
 on the Machinery of the "Plover" Master Holberton No. of Visits 1  
 Tonnage { Gross 913 Net 577 Vessel built at Sunderland By whom Mounsey & Foster When 1875 YEAR. MONTH. 4  
 Registered Horse Power 110 Engines made at Dundee When 1888 Boilers, when made (Main) 1888 (Donkey) 1888  
 No. of Main Boilers 1 Owners Genl. Steam Nav. Co<sup>y</sup> Port London Voyage ✓  
 Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Green's dry dock Class of Vessel & Machinery +100 A1 11.88  
 in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +YB 11.88 LMC 11.88

Last Survey No. Port S.S. Dec. No 3.11-88

## 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 & their Fastenings - all satisfactory  
 " Propeller & Fastenings - good  
 Sail and Shaft down 1/8" recommended Shaft to be drawn  
 in & bush lined up. The Owners state that it would be very  
 inconvenient to have this done at present, but promise to  
 carry out the recommendation at their own dry dock on the  
 Vessels return day in two months' time.*

## 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 work<sup>2</sup> order & in my opinion eligible to remain  
 as Classed - Subject to the above recommendations being carried  
 out say in two months' time.*

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

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

Committee's Minute TUES 13 JAN 1891

Assigned as now  
note limit



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Lloyd's Register  
 Foundation

LON691-0415



It is submitted that this vessel  
is eligible to remain as  
classed, subject to the  
stem bulk being  
re-lined, within the  
next 2 months

W A  
12-1-91

