

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

No. _____ Date of Writing Report *18 Jan 91* Port of *London* (Received at London Office, *WED 14 JUN 1891*)

No. in Reg. Book. *152* Survey held at *London* Date, first Survey *1st Jan 91* Last Survey *8th Jan 1891*

on the Machinery of the *"El Dorado"* Master *Minds* No. of Visits *4*

Tonnage { Gross *1291* Net *820* Vessel built at *A. Shields* By whom *J.W. Smith* When *1882* YEAR. MONTH. *7*

Registered Horse Power *150* Engines made at *Newcastle* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*

No. of Main Boilers *2* Owners *Scrutton Bros & Co* Port *London* Voyage *to India*

Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Poplar dry dock* (State name of Dock.) Class of Vessel & Machinery *+100 RI 4.90*

Last Survey No. *575* Port *London* *1-87* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *BS 4.90 +LMC 3.87*

Particulars of Examination and Repairs (if any) *S.S. 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

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?

Vessel placed in dry dock

Examined propeller & found in good condition

" tail end shaft found forward part of cone slightly corroded otherwise in good condition.

Re-fitted propeller which went on 7/8" further Satisfactory

Steam tube & bush found good.

All sea connections examined & found in good condition

Examined main & donkey boilers internally & externally also their safety valves - all found in good condition. Tested same under steam

to blow off at 80 lbs & 50 lbs for: ports" respectively

Examined cylinders, pistons & slide valves, all in good condition

" Air Circ. feed & bilge pumps & their valves Satisfactory

" Crank, thrust & tunnel shafting all in good order

" Condenser, found in good order.

General Observations, Opinion, and Recommendation :--

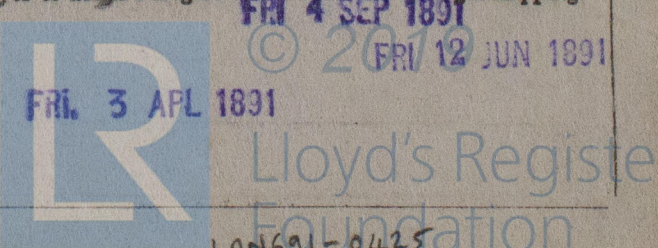
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

After machinery of this vessel so far as seen is in good working order & in my opinion eligible to have +LMC 1.91 recorded in the register book

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| Office or Registration Fee (per Sec. 27)..... | £ : : | Fees applied for | |
| Survey Fee (per Section 28) | £ 4 : 10 : 0 | 14/1/ 1891 | <i>CLSD</i> |
| Special Damage Fee (per Section 28) | £ : : | | |
| *Certificate (if required) as per margin | £ : : | received by me, | <i>Robt Baffour</i> |
| Travelling Expenses (if chargeable)..... | £ : : | 15/1/ 1891 | Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. |

Committee's Minute *FRI 16 JAN 91* *TUE 20 JAN 91*

Assigned *+LMC 1.91*



It is submitted that this vessel
is eligible to have

+ L.M.C. 1-91

recorded—

W.A.

15-1-91

