

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

No. *104* Date of Writing Report *8<sup>th</sup> Jan 1891* Port of *London*  
 Reg. Book. Survey held at *London* Date, first Survey *6<sup>th</sup> Jan* Last Survey *8<sup>th</sup> Jan 1891*  
 on the Machinery of the *S.S. "Gephyrus"* Master *Gillan* No. of Visits *2*  
 Tonnage Gross *2072* Net *1351* Vessel built at *Whitby* By whom *J. Turnbull & Son* When *1883* YEAR. MONTH.  
 Registered Horse Power *160* Engines made at *Stockton* When *1883* Boilers, when made (Main) *1883* (Donkey) *1886*  
 No. of Main Boilers *2* Owners *Turner, Brightman & Co.* Port *London* Voyage *River Plate*  
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *ST. J. Dock afloat* Class of Vessel & Machinery *+100A1 4.90*  
 in Donkey Boiler (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+LMC 9.87 B.S. 4.90*

Last Survey No. *9311* Port *Upst S.S. London 1887*

Particulars of Examination and Repairs (if any) *Boiler Survey complete*

(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 main boilers internally & externally, also their Safety Valves, seats & Springs, all in good Condition. Tested main & auxiliary boiler safety valves under steam & adjusted them to blow off at 80 lbs. pres. per sq. in.*

## 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 order & in my opinion eligible to remain as classed & have B.S. 1/91 recorded in the register book*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ *1* : *10* :  
 Special Damage Fee (per Section 28) £ : :  
 \*Certificate (if required) as per margin £ : :  
 Travelling Expenses (if chargeable) £ : :

Fees applied for

*20/11 1891*

Received by me,

*22/1 1891*

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

Committee's Minute

Assigned

*FRI 23 JAN 91*

*FRI 23 JAN 91*

*B.S. 1/91*



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LON691-0469



It is submitted that this  
vessel is eligible to  
have B.S. 1-91  
recorded.

M.A

22-1-91

