

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

No. 51590 Date of Writing Report 18th Feb 1891 Port of London (Received at London Office, TUES. 17 FEB 1891)
 No. in Reg. Book. Survey held at London Date, first Survey 12th Feb Last Survey 14th Feb 1890
 273 on the Machinery of the S.S. "Molviston" Master Williams No. of Visits 3
 Tonnage Gross 1738 Net 1136 Vessel built at W. Harlepool By whom W. Gray & Co. When 1879 Boilers, when made (Main) 1879 (Donkey) 1889
 Registered Horse Power 150 Engines made at When 1879 Boilers, when made (Main) 1879 (Donkey) 1889
 No. of Main Boilers 2 Owners W. Harlepool & Co. Port W. Harlepool Voyage
 Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Afloat Millwall dock Class of Vessel & Machinery +100A1 8.90
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) BS 1.90 LMC 7.87

Last Survey No. 7778 Port S.S. W. Harlepool No. 2.87
 Particulars of Examination and Repairs (if any) W.B.S.

(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 - found furnaces in Star boiler out of truth - 1 patch taken off - port furnace, & larger one fitted, satisfactorily.
 Side of furnaces pitted, slightly along line of fire bars
 Recommend these furnaces to be again examined in six months' time

The Boilers otherwise are in safe working condition.

Examined H.P. Pres. Cyl. the Cracks do not seem to be extended?
 Recommend same to be examined in six months' time

Examined Thrust Block rings two are patched at present, the Owner intend having two new ones fitted on Vessel's arrival at Cardiff this week Cardiff Surveyors advised.

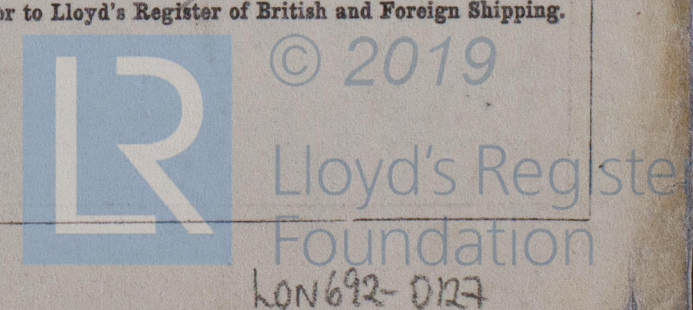
Examined Safety Valves & tested same to blow at 75 lb. per sq. in.

General Observations, Opinion, and Recommendation:— So far as seen the Machinery of this vessel is in safe working condition & in my opinion eligible to have BS 2.91 record in the register book subject to the Star boiler furnaces being again examined, also the H.P. Pres. Cyl. examined within six months' time

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 1 : 10 : 0	18/4 13 51
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	3/0 18 91

Robt. M. D. H. C. Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Assigned B.S. 2/91 subject to risk limits



It is submitted that this Vessel is eligible to have B.S. 2-91 recorded; and to remain as classed subject to the Starboard boiler furnaces, and H.P. Cylinder, being again examined within 6 months, and two new thrust rings being fitted when the vessel arrives at Cardiff, from this Port

W.A.

19-2-91