

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

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No. 316 Date of Writing Report Feb. 17<sup>th</sup> 1891 Port of London (Received at London Office, **WED. 18 FEB 1891**)

No. in Reg. Book 316 Survey held at Millwall Date, first Survey Feb. 13<sup>th</sup> Last Survey Feb. 16<sup>th</sup> 1891

on the Machinery of the s/s "Liebow" Master J. E. Hoel No. of Visits 2

Tonnage Gross 1208 Net 842 Vessel built at W. Harlepool By whom Denton Gray & Co When 1871 Boilers, when made (Main) 1890 (Donkey) 7

Registered Horse Power 120 Engines made at Stockton Owners J. Hall Jr & Co Port London Voyage Requits dry dock

Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Requits dry dock Class of Vessel & Machinery +100 A.1. 10-90

Last Survey No. S. S. Impl: No 2-90 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) June 10-90  
+NB 10-90

## 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?

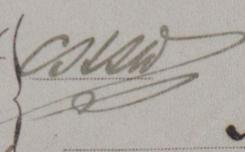
And what parts of the Boilers could not be thus thoroughly examined?

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?

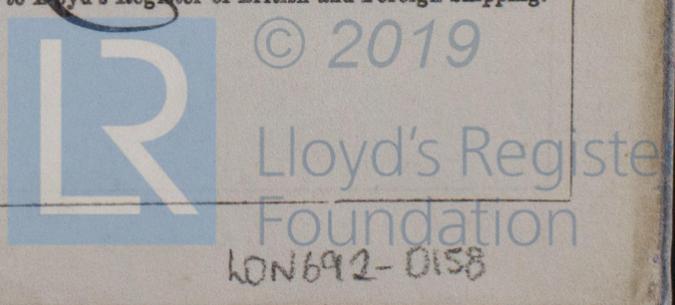
Examined sea connections, condition good.  
The propeller was found to be slack on the shaft and three blades broken at the tips, this damage was said to have been caused through the propeller striking moorings on 14<sup>th</sup> December 1890 in Limehouse reach.

Recommended a new propeller to be fitted.  
The old propeller was taken off the cone, Keys, Keyways & boss of propeller examined, the propeller was replaced on shaft and screwed hard up.  
It is proposed by the superintendent to fit new propeller on the return of the vessel from the present contemplated voyage.

General Observations, Opinion, and Recommendation:— Sofar as seen the machinery of this vessel is in safe-working condition & eligible in my opinion to remain as classed in the register book.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	 H.P. Cornish Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28).....	£ 2.2.0	18/2/1891	
Special Damage Fee (per Section 28).....	£ : :	Received by me,	
*Certificate (if required) as per margin.....	£ : :	26/2 1891	
Traveling Expenses (if chargeable).....	£ : :		

Committee's Minute **TUES. 24 FEB 1891**  
Assigned as now



State if a Report is also now or if not whether, and when, of...  
 Certificate to be sent to...  
 Form No. 9 - Transfer Ink - 6000, 22/10/90

Insert Character of Ship and Machinery precisely as in the Register Book.

