

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

No. 316 Date of Writing Report Feb. 17th 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. 13th Last Survey Feb. 16th 1891
 on the Machinery of the s/s "Liebow" Master J. E. Hod 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)
 Registered Horse Power 120 Engines made at Stockton Owners J. Hall Jr & Co Port London Voyage
 No. of Main Boilers ✓ If Surveyed Afloat or in Dry Dock Requits dry dock Class of Vessel & Machinery +100 A.1. 10-90
 Steam Pressure in Main Boilers 80 (State name of Dock.)
 in Donkey Boiler ✓ Last Survey No. Port 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 14th 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.
 (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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2.2.0	18/2/1891
Special Damage Fee (per Section 28).....	£ 2.2.0	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Traveling Expenses (if chargeable).....	£ : :	26/2/1891

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

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