

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

No. *51686* Date of Writing Report *20th March 1891* Port of *London* (Received at London Office, SAT 21 MARCH)

Reg. Book. *Survey held at London* Date, first Survey *6th March* Last Survey *7th March 1891*
on the Machinery of the *S.S. "Acme"* Master *J. Marshall* No. of Visits *2*

Tonnage { Gross *2146* Net *1398* Vessel built at *Newcastle* By whom *Palmer & Co.* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*
Registered Horse Power *200* Engines made at *S.* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*

No. of Main Boilers *2* Owners *Newman & Dole* Port *London* Voyage *✓*
Steam Pressure in Main Boilers *160 lbs* If Surveyed Afloat or in Dry Dock *Dry dock*
in Donkey Boiler *✓* (State name of Dock.) *Blackwall Point* Class of Vessel & Machinery *+100 A1 191*

Last Survey No. *✓* Port *London* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *+ LMC 7.87*

Particulars of Examination and Repairs (if any) *Damage to Machinery*
(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?

This vessel is reported to have encountered a considerable amount of floating ice whilst on a voyage from Constantinople to Odessa causing damage to the machinery, and while lying in the harbour of latter named port, ice is reported to have accumulated in various parts of the machinery causing further damage to same.

Recommendations & repairs on account of damage,

Vessel placed in dry dock, found all four propeller blades broken ranging from 12" to 24" off point, recommended new propeller to be fitted, tail end shaft drawn & main shafting examined, found all in good order. Surface Condenser tested, 130 tubes re-packed with wood ferrules. Fresh Water Condenser fractured, patch fitted. Star Steam Cylinder of Steering engine fractured & patched, recommended new cyl. to be fitted, which was done satisfactorily. The machinery when taken adrift to be coupled up.

Work not on account of damage

All sea cocks, valves & their fastenings examined & found in good condition.

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. 1/39, B. & M.S. 1/39, or L.M.C. 1/39, as the case may be.)

Sofar as seen the machinery of this vessel is in good working order and in my opinion eligible to remain as classed

Office or Registration Fee (per Sec. 27)..... £ : :	Fees applied for
Survey Fee (per Section 28)..... £ : :	<i>20/3/91</i>
Special Damage Fee (per Section 28)..... £ 3 : 3 : 0	
*Certificate (if required) as per margin..... £ : :	Received by me,
Travelling Expenses (if chargeable)..... £ : :	<i>24/3 1891</i>

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

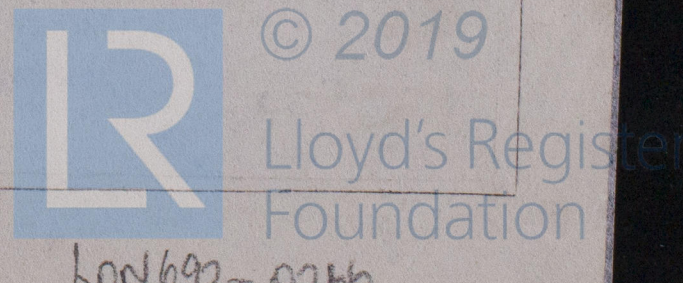
Committee's Minute *TUES. 24 MAR 1891* *TUES. 29 MAR 1891*

Assigned *as per*

Rpt to Bns 14/3/92

LON 692-0266

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



It is submitted that this
vessel is eligible to
remain as
classed.

N.A.

23.3.91



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