

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

No. *3-1780* Date of Writing Report *April 18th 1891* Port of *London*
Received at London Office, TUES. 21 APR 1891
 No. in Book. *1* Survey held at *Limehouse* Date, first Survey *Feb. 2nd* Last Survey *April 10th 1891*
 on the Machinery of the *ss. "D. E. Forster"* Master *J. W. Smith* No. of Visits *15*
 Gross *796* Vessel built at *North Shields* By whom *J. W. Smith* When *1866* MONTH *1*
 Net *498* Engines made at *Newcastle* Boilers, when made (Main) *1880* (Donkey) *1880*
 Registered Horse Power *90* Owners *J. O. Scott* Port *Newcastle* Voyage *—*
 No. of Main Boilers *one* *#* Surveyed *Afloat or in Dry Dock* (State name of Dock.) *Hetchers* Class of Vessel & Machinery *+ 90 A. 1. 10-90*
 Steam Pressure in Main Boilers *75*
 in Donkey Boiler *40*

Last Survey No. *2480* Port *Newcastle* S.M. No. *2-87* *As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.* *Aug 8, 87*

Particulars of Examination and Repairs (if any) *and sunk by collision - 1889, B.S. 2-90,*
 (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? *Yes*

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 cylinders, pistons, slide valves, pumps, condensers, shafting, and sea-cocks & valves

A new High Press slide valve has now been fitted and the cylinder face chipped & filed. The feed & bilge pump plungers & valves have been turned up in the lathe and new neck bushes have been fitted.

All the sea-cocks & valves have been overhauled and put in good order. The thrust shaft collars have been skimmed up & the thrust rings lined. The stern tube has been examined and the stern tube bush re-wooded, and the shafting lined up.

Two condenser doors have been fitted and the condenser tested by hydraulic pressure to 30 lbs per sq. in. about 200 lbs condenser tubes have been renewed.

Examined the main boiler & tested it by hydraulic pressure to 105 lbs per sq. in. the boiler has been thoroughly chipped & scaled & the shell & end plates in steam face cement washed.

All the boiler mountings have been overhauled & re-jointed.

Examined safety valves & adjusted them under steam to blow at 75 lbs per sq. in. The donkey boiler was damaged at crown, the damaged part has been cut out and a new piece of plate riveted on. 4 firebox stays have been renewed & new steam stop valves, feed check valves & safety valves have been fitted. Finally the boiler was tested by hydraulic pressure to 80 lbs. Safety valves adjusted under steam to 40 lbs per sq. in.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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.)

So far as seen the machinery of this vessel is now in good condition and eligible in my opinion to have LMC & exp 4-91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ 3.10.0	Fees applied for	<i>2 1/4 1891</i>
Survey Fee (per Section 28)	£ :		
Special Damage Fee (per Section 28)	£ :		
Certificate (if required) as per margin	£ :		
Travelling Expenses (if chargeable)	£ :	Received by me,	<i>2 3/4 1891</i>

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

Committee's Minute *FRI. 24 APR 1891* *TUES. 28 APR 1891* *FRI. 24 NOV 1899*

Assigned *L. M. B. 4/91* *Exp 91*

hon 692-0401

It is submitted that this vessel
is eligible to have

LMC 4-91 and drp. 91

recorded.

W.A.

23-4-91

0.0.8

19-4-91



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Foundation