

57841

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

No. _____ Date of Writing Report 29th Oct 1891 Port of London (Received at London Office. THURS. 30 APR 1891)

No. in Reg. Book. 129 Survey held at London Date, first Survey 14th April Last Survey 23rd April 1891

on the Machinery of the S.S. "Honor" Master A. Cunningham No. of Visits 4

Tonnage Gross 2014 Net 1976 Vessel built at Newcastle By whom Richardson & Co When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

Registered Horse Power 250 Engines made at Do Owners Manchester & District Ship Co Ltd Port London Voyage

No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.) Brown & Pople Class of Vessel & Machinery +100A1590

Steam Pressure in Main Boilers 180 in Donkey Boiler (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +LMC 1189

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage to Propeller

(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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Examined Propeller. Same appeared to be slack on shaft
recommended Propeller to be taken off & re-fitted which was
done with new feather also fitted. Satisfactorily
examined all sea connections & fastenings found same
in good order

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. 189, B.E.M.S. 189, or L.M.C. 189, as the case may be.)

So far as seen the machinery
of this vessel is in good work order & in my opinion eligible to
remain as classed

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ 2 : 2 :
Travelling Expenses (if chargeable) £ : :
State if Certificate is required _____

Fees applied for

4.5. 1891

Received by me,

65. 1891

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

Committee's Minute 10th 12 MAY 1891

Assigned as now



© 2019

Lloyd's Register
Foundation

LOW693 - 0002

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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

M. A.
7.5.91



© 2019

Lloyd's Register
Foundation