

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

No. *24* Date of Writing Report *June 4th 1891* Port of *London*
No. in Reg. Book *24* Survey held at *London* Date, first Survey *June 2nd* Last Survey *June 3rd 1891*
on the Machinery of the *S.O. M. 'Garel'* Master *Shoumann* No. of Visits *2*
Tonnage Gross *1431* Net *926* Vessel built at *R. Shields* By whom *L. W. Smith* When *1883* 11
Registered Horse Power *150* Engines made at *Newcastle* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
No. of Main Boilers *2* Owners *M. 'Garel' & Co. Ltd* Port *London* Voyage
Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *afloat* Class of Vessel & Machinery
in Donkey Boiler *✓* (State name of Dock.) *London S.H.* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
Last Survey No. *7959* Port *Off* *S.O. M. 701-88* *+100A1-1-91*
+LMC-9-88
BS-3-90

Particulars of Examination and Repairs (if any) *Annual B.S.*

(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? *Yes*

Do. " Donkey " " " *Yes*

If this was not done, state for what reasons? *-*

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? *Yes*

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

At what pressure were they afterwards adjusted under steam? *Yes*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted? *-*

Examined main & donkey boilers & all safety-valves, satisfactory.

Safety-valves on both main & donkey boilers could not be set - owing to shortness of time. This will be done next voyage

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. 1.89, B.&M.S. 1.89, or L.M.C. 1.89, as the case may be.)

as far as seen this vessel's machinery is in good condition, & she is eligible in my opinion to remain as classed & to have B.S. 6.91 recorded when main & donkey safety-valves have been set.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<i>5/6/1891</i>
Survey Fee (per Section 28).....	£ <i>2 0</i> :	Received by me,	<i>12.6.1891</i> <i>NKD</i>
Special Damage Fee (per Section 28).....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		


*State if Certificate is required

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

Committee's Minute *FRI 12 JUN 1891* *FRI 2 OCT 1891*

Assigned *Deferred for completion*

6.11.91

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State if a Report is also now sent on the Ship, or if not whether, and when, it will be sent.

10.-L. E. P. H. Form No. 9.—Transfer Luk. 5,000, 22-2-91.
(The Surveyors are requested not to write on this space for Committee's Minute.)

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

It is submitted that this vessel
will be eligible to have
B.S. 6. 91 recorded, when
the safety valves of the
main and donkey
boilers have been
adjusted under
steam.

W. A.
5-6-91



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