

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

WED. 17 JUN 1891

No. *260* Date of Writing Report *June 15<sup>th</sup> 91* Port of *London* (Received at London Office)  
No. in Reg. Book *260* Survey held at *Millwall* Date, first Survey *May 25<sup>th</sup>* Last Survey *June 4<sup>th</sup> 1891*  
on the Machinery of the *s/s. "Petrarch"* Master *Baines* No. of Visits *3*  
Tonnage { Gross *1693* Vessel built at *South Shields* By whom *J. Readhead & Sons* When *1877* 9  
Net *1297* Engines made at *"* When *1877* Boilers, when made (Main) (Donkey)  
Registered Horse Power *140* Owners *A. M. Andrew & Co.* Port *London* Voyage  
No. of Main Boilers *2* Steam Pressure in Main Boilers *70 lbs* If Surveyed Afloat or in Dry Dock *Regent* Class of Vessel & Machinery *+100 A.1.4-90*  
in Donkey Boiler *50 lbs* (State name of Dock.) *Dry Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *June 4-90*  
Last Survey No. *1860* Port *London* Aut. No *3-4.90*

## 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 " " " " "

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?

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 main boilers internally & externally & found them in a satisfactory condition. Gauged thickness of furnaces & combustion chambers, furnaces  $\frac{5}{16}$ " and combustion chamber sides & back  $\frac{3}{8}$ ", these dimensions taken in conjunction with the pitch of stays are sufficient for a working pressure of 70 lbs per sq. inch.

Examined safety valves & adjusted same under steam to blow at 70 lbs per sq. inch.

Examined donkey boiler & safety valve & adjusted safety valve to blow at 50 lbs per sq. inch.

A new tail shaft has been fitted in a satisfactory manner. Examined tail shaft & so far as could be seen it was found to be free from defects.

Examined crank shaft, the longitudinal flaws in the after pin & in No 2 journal, referred to in Antwerp report April 1890, have not extended & do not appear to be of a serious nature.

## 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.)

So far as seen the machinery of this vessel is in good condition & the vessel is eligible in my opinion to remain as classed with B.S. 6-91 recorded in the Register Book & name to be expunged from Limitation List.

Office or Registration Fee (per Sec. 27) £ *2.0.0.* Fees applied for *1876/1891*  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
Received by me, *23/6 1891*  
*H.R. Cornish*

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

\*State if Certificate is required

Committee's Minute *FRI 19 JUN 1891*

Assigned

*B.S. 6/91*

*note non-limit*



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*Lon 69 0159*

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It is submitted that this vessel is  
eligible for the record B.S. 691  
and to have her name removed  
from the limited list.

C.E.S.  
18.6.91



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