

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

No. 621 Date of Writing Report 8. 7. 91 18 91 Port of London (Received at London Office 9 JUL 1891)
 No. in Survey held at London Date, first Survey July 8 Last Survey July 2 18 91
621 on the Machinery of the S.S. "Punnirota" Master Griffiths No. of Visits 2
 Tonnage Gross 3216 Net 2080 Vessel built at Belfast By whom Harland & Wolf When 1887 Boilers, when made (Main) 1887 (Donkey) 1887
 Registered Horse Power 320 Engines made at Punnirota S.S. Co. Ltd Owners Williams, Torrey & Field Port London Voyage When 1887 11
 of Main Boilers 2 If Surveyed Afloat or in Dry Dock Tilbury D. Dock (State name of Dock.)
 Steam Pressure in Main Boilers 160 Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100 A1.5.91
 in Donkey Boiler 11.87
 Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. No 1

(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?

To 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 inside of main boilers, also port boiler stop valve, all sea cocks & valves, & sea connections, also air pump, & feed & bilge pumps

Vessel placed in dry dock, sea connections: exd. & found in good condn: propeller dismounted, tail shaft drawn, exd: found in good condn: & propeller replaced. Stern bush not requiring to be rewooded. - Exd. Grante, thrust & tunnel shafting all found in good condn.

To complete the survey. - The furnaces, & shells, together with Safety Valves to exam: & test under stn: Winch Bldr: & Safety V. to exam: & test under stn: Cylinders & Slides to exam.

General Observations, Opinion, and Recommendation:— As far as seen this vessel

(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.)

appears eligible to rem. as classed subject to completion of S.S. No 1. which the owners propose to do on vessel's return from present Voy: say in 6 wks

Office or Registration Fee (per Sec. 27) £ 5:10
 Survey Fee (per Section 28) £ 5:10
 Special Damage Fee (per Section 28) £ 30/11/91
 Travelling Expenses (if chargeable) £

Fees applied for 9/7/91
 Received by me, 5/12 1891

Maurice Pilsen & Geo. E. Wierman
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

* State if Certificate is required

Committee's Minute FRI 10 JUL 1891

TUES. 1 SEP 1891

TUES. 20 OCT 1891

TUES. 8 DEC 1891

Assigned note for completion

Lloyd's Register Foundation
 LON 693 - 0290

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

16.-L. R. P. E.-Form No. 9.-Transfer Ink-4,000, 25-2-91.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

It is submitted that this examination
be noted as part of the special
Survey C.C.S.
9791

