

52103

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

(Received at London Office) TUES. 14 JUL 1891

No. \_\_\_\_\_ Date of Writing Report *July 13<sup>th</sup> 1891* Port of *London*  
 No. in Reg. Book *520* Survey held at *London* Date, first Survey *June 30<sup>th</sup>* Last Survey *July 8<sup>th</sup> 1891*  
 on the Machinery of the *S.S. "Pytho"* Master *Roal* No. of Visits *3*  
 Tonnage Gross *412* Net *445* Vessel built at *Sunderland* By whom *J. Lang* When *1860*  
 Registered Horse Power *90* Engines made at *Newcastle* When *1881* Boilers, when made (Main) *1881* (Donkey)   
 No. of Main Boilers *one* Owners *J. Fenwick & Son Port London* Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers *100* If Surveyed Afloat or in Dry Dock *Bridge D. Dock* Class of Vessel & Machinery  
 in Donkey Boiler  (State name of Dock.) \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *A1.6.90 + L.M.C. 6.90 + NE + B.81*  
 Last Survey No. *24331* Port *London*

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*  
 this was not done, state for what reasons? \_\_\_\_\_  
 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? \_\_\_\_\_  
 Did the Surveyor examine the Safety Valves of the Main Boiler? *yes*  
 At what pressure were they afterwards adjusted under steam? *100 lbs per sq inch*  
 Did the Surveyor examine the Safety Valves of Donkey Boiler?   
 what pressure were they afterwards adjusted? \_\_\_\_\_

*Examined main boiler & its safety valves & found them satisfactory. Sea connections & propeller fastenings same, satisfactory.*  
*Repairs: several rivets removed in patches in corrugated furnace, slight caulking also done to these patches*

*Main safety valves set to 100 lbs pressure*

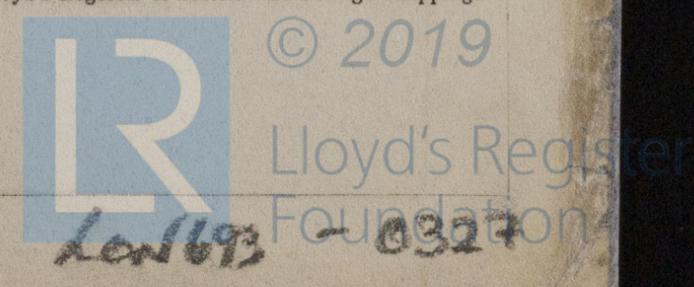
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, B.S. 1.89, B.C.M.S. 1.89, or L.M.C. 1.89, 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 BS. 7.91 recorded in the reg<sup>d</sup> book*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<i>14/7 1891</i>
Survey Fee (per Section 28).....	£ <i>1 0</i> :	Received by me,	<i>15/7 1891</i>
Special Damage Fee (per Section 28).....	£ : :	<i>Manru Dixon</i>	
Travelling Expenses (if chargeable).....	£ : :	Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.	

\*State if Certificate is required \_\_\_\_\_  
 Committee's Minute *FEB 17 JUL 1891*  
 Assigned *RS 7/91*

16.-L. B. P. H. Form No. 3. - Issued 10th Dec. 1900. 2s. 2-9d. (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.



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 have  
B.S. 7-91 recorded  
W.A.  
16-7-91



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