

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

52103

(Received at London Office)

TUES. 14 JUL 1891

No. *520* Date of Writing Report *July 13th 1891* Port of *London*
 Survey held at *London* Date, first Survey *June 30th* Last Survey *July 8th 1891*
 on the Machinery of the *P.O. "Pythope"* Master *Roal* No. of Visits *3*
 Tonnage Gross *712* Net *445* Vessel built at *K 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.)
 Last Survey No. *24331* Port *Live* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
A1.6.90
+ L.M.C. 6.90
+ N.E. + B. 81

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 " " " " "

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?

✓

At 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.E.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. 7.91 recorded in the reg. book

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *10*
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

14/7/1891

Received by me,

15/7/1891

Manu Dixon

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



© 2019

Lloyd's Register Foundation

Lon 613

- 0327

or if not whether, and when, one will be sent.

16-2-2. E. P. H. Form No. 3. (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

N.A.

16-7-91



© 2019

Lloyd's Register
Foundation