

52104

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

(Received at London Office) WED. 8 JUL 1891

No. in Book 1218 Date of Writing Report 7th July 1891 Port of London
Survey held at London Date, first Survey 25th June Last Survey 25th June 1891
on the Machinery of the SS Science Master Croxson No. of Visits 1
YEAR MONTH
Gross 1351 Vessel built at Sunderland By whom W. Pike & Co When 1868 3
Net 871 Engines made at London When 1871 Boilers, when made (Main) 1887 (Donkey) ✓
Registered 128 Owners Halcott & Laurence Port London Voyage ✓
of Main Boilers ✓ If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery +90 A1 4.91
Main Boilers 800 (State name of Dock.) W. India (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +LMC 5.89
Donkey Boiler ✓ +NB 1.87
Last Survey No. 57801 Port London SS Shl. No 2-89

Particulars of Examination and Repairs (if any) Condition
(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 " " "
this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
So 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?

essel placed in dry dock
Examined Propeller, & sea connection fastenings, Satisfactory

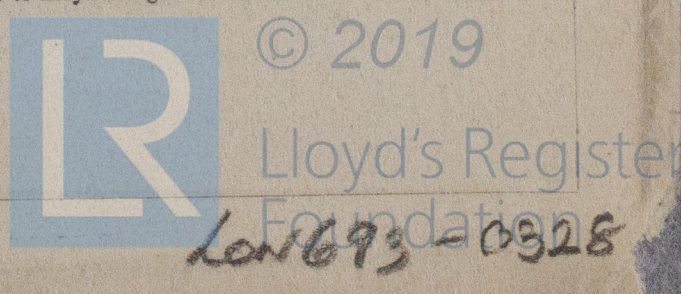
General Observations, Opinion, and Recommendation:—
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,89, B.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)
As far as seen the machinery of this vessel is in good work order and in my opinion eligible to remain as classed.

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	:	18
Special Damage Fee (per Section 28)	£	:	
Travelling Expenses (if chargeable)	£	:	Received by me, 18

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

*State if Certificate is required
Committee's Minute
Assigned

FRI 17 JUL 1891



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
remain as classed

N.A.

16-7-91.



© 2019

Lloyd's Register
Foundation