

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

WED. 8 JUL 1891

No. 861 Date of Writing Report July 7th 1891 Port of London
 No. in Reg. Book 861 Survey held at London Date, first Survey June 29th Last Survey July 7th 1891
 on the Machinery of the S.S. "Stirling" Master Stevenson No. of Visits 4
 Tonnage Gross 499 Net 492 Vessel built at Newcastle By whom Palmers' Coy When 1876 Boilers, when made (Main) (Donkey)
 Registered Horse Power 100 Engines made at " When 1876 Boilers, when made (Main) (Donkey)
 No. of Main Boilers 2 Owners J. Fenwick & Sons Port London Voyage "
 Steam Pressure in Main Boilers 45 lbs Surveyed Afloat or in Dry Dock Limulter's Dock (State name of Dock.)
 in Donkey Boiler 35 lbs Class of Vessel & Machinery
 Last Survey No. " Port " (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
+90 A1.7.90
LMC.6.88
BS.7.90
S.S. London No 2-88

Particulars of Examination and Repairs (if any)

(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

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? Yes

At what pressure were they afterwards adjusted under steam? 45 lbs per sq. inch

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 35 lbs per sq. inch

Examined sea connections, & sea cocks also tail shaft & propeller fastenings, legum nitae removed in stern bush.

Examined cylinders, pistons, rods, & rod faces on cylinders, all pumps, crank, tunnel, & thrust shafting, also main & donkey boilers, & their respective safety valves

Repairs. Three new screwed stays in combustion chamber back, sundry caulking done to shell, general minor repairs to engines.

all safety-valves adjusted under steam (see above)

General Observations, Opinion, and Recommendation:—

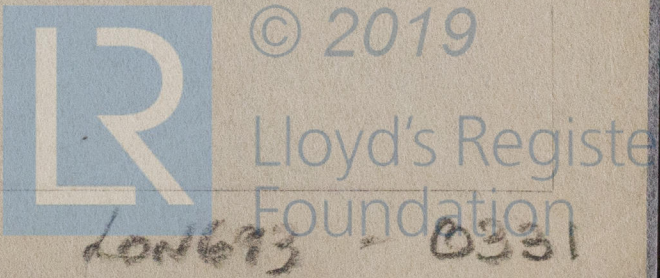
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, B.S. 1.89, B.E.M.S. 1.89, or L.M.C. 1.89, as the case may be.)

This vessel's machinery is now in good condition, & she is eligible in my opinion to be classed
LMC.7.91 in the reg book

Office or Registration Fee (per Sec. 21) £ : : Fees applied for 15/7/1891
 Survey Fee (per Section 28) £ 4.0 Received by me, Maurice Dixon
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 State if Certificate is required

Committee's Minute TUES. 21 JUL 1891 FRI 6 MAY 1892

Assigned LMC 7/91



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 LMC 7-91
recorded—

W.A.
16-7-91



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