

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

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(Received at London Office) MO. 13 JUL 1 91

No. *117* Date of Writing Report *July 11th 1891* Port of *London*
 Survey held at *London* Date, first Survey *June 22* Last Survey *July 6 1891*
 on the Machinery of the *S.S. "Seurhound"* Master *G. Smith* No. of Visits *4*
 Gross *443* Vessel built at *London* By whom *Forrest & Sons* When *1882*
 Net *271* Engines made at *Glasgow* When *1882* Boilers, when made (Main) (Donkey)
 Registered Horse Power *70* Owners *Walter Howard & Co* Port *London* Voyage
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Globe D. 516* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *80* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 in Donkey Boiler *+100 A. 9.90*
 Last Survey No. *+* *LMC. 5-87*
 Port *BS. 11-89*
D.O. 10-87

Particulars of Examination and Repairs (if any) *S.S. No. 2*
 (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?
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
 At what pressure were they afterwards adjusted?

Examined cylinders, pistons, slides, cyl heads, all pumps, sea cocks, sea connections, cranks, Thrust & tunnel shafting, also tail shaft, main & donkey boilers & all safety valves

Repairs a new H.P. piston rod & cross head fitted (old one flawed) Three new rings fitted in comb chamber backs of main boiler

To complete the survey all safety valves are to be adjusted under steam & a patch is to be fitted over the circumferential seam at bottom of boiler. Owners intend doing this in a month's time

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, E.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)
This vessel's machinery is in safe working condition & eligible in my opinion to be classed +LMC. 7.91 in the Reg. Book when the survey has been completed as above

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *3* 10 :
 Special Damage Fee (per Section 25) £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for *17/7/91*
 Received by me. *9.9.91*
 Maurice Gibson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 *State if Certificate is required
 Committee's Minute
 Assigned *Deferred for Rpt to Hon. SubCompta*
 TUES. 21 JUL 1891 FRI 20 SEP 1891 FRI 6 NOV 1891 TUE 17 NOV 1891
 Lloyd's Register
 LON 693 - 0341

It is submitted that this vessel, will be
eligible to have +L.M.C. 7-91 recorded
when the safety valves of the Main
and donkey boilers have been
adjusted under steam, and
a patch fitted over the
circumferential seam at
bottom of boiler

N.A.

20.7.91

