

52182

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

(Received at London Office,

FT. 31 JUL 1891

No. *126* Date of Writing Report *30th July 1891* Port of *London*
 No. in Reg. Book. *126* Survey held at *London* Date, first Survey *2nd Feb.* Last Survey *30th July 1891*
 on the Machinery of the *"S.S. Seal"* Master *Ryer* No. of Visits
 Tonnage Gross *764* Net *413* Vessel built at *Stockton* By whom *M. Peare & Co.* When *1876*
 Registered Horse Power *135* Engines made at *D* When *1876* Boilers, when made (Main) *1876* (Donkey)
 No. of Main Boilers *2* Owners *Genl Steam Nav. Co.* Port *London* Voyage
 Steam Pressure in Main Boilers *75 lb* If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.) *Sea river* Class of Vessel & Machinery *100 A. 11.87*
 in Donkey Boiler *45 lb* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *LMC 11.87*

Last Survey No. *57213* Port *London* No. *3 11.87*
 Particulars of Examination and Repairs (if any) *Annual B.S.* *SS 12-3-11.87*

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *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?

Examined main and donkey boilers internally & externally also their safety valves. Found same in good condition. Put main boiler under steam & adjusted safety valves to blow at 75 lbs pres. per sq. in. - D. Boiler safety valve (dead weight) lifted at 45 lbs " " "

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.)

So far as seen the machinery of this vessel is in good work order and in my opinion eligible to remain as classed and have B.S. 7-91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 2 : :
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for *11/87 91*
 Received by me. *14. 9. 1891*

R. P. Dalrymple
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

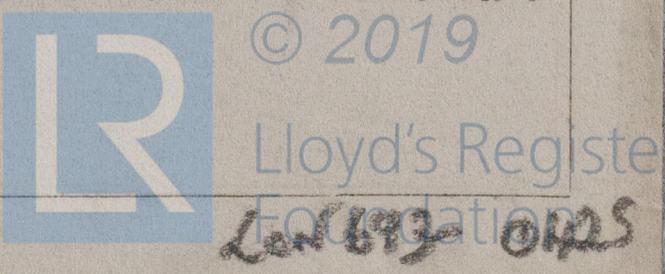
Committee's Minute *TUES. 4 AUG 1891*

Assigned *B.S. 7. 91*

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

* Certificate to be sent to the Registrar of Shipping in the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.



LMC 11.87

It is submitted that this
vessel is eligible to
have B.S. 7-91
recorded.

W.A.

1-8-91

