

52215

12. 8. 91.

No. _____ Date of Writing Report, Aug: 11th - 1891 Port of London

No. in Reg. Book.	Survey held at	Date first Survey	Last Survey	No. of Visits
	Hamhouse		Aug. 7 th 1899	
	on the Machinery of the	ss "Houharsil"	Master	

Reg. Book.	Surveyed Nov. 1884	on the Machinery of the	c/s. "Aloupareil"	Master	No. of Visits
266	Gross 1587	Vessel built at	North Shields	J. W. Smith	YEAR. MONTH.
Tonnage	Net 127	By whom		When	1884 2

Tonnage { Gross 120
Net 102 1/2
Registered 180
Vessel built at North Shields By whom J. & W. Smith When 1884 2
Engines made at Newcastle When 1884 Boilers, when made (Main) 1884 (Donkey)

Registered (180 Engines made at Newcasle When 1884 Boilers, when made (Main) 1884 (Donkey)
Horse Power (Owners. Scullton Son & Co. Port London Voyage.
No. of Main Boilers
Steam Pressure 9.5

No. of Main Boilers	2	Surveyed in <u>in</u> Dry Dock	Fletcher	Class of Vessel & Machinery	+100 A.I. 12
Steam Pressure in Main Boilers	80 lb.	(State name of Dock.)		(As in Register Book, including dates of	+ 1893
in Donkey Boiler	60 lb.	57478			

in Donkey Boiler 6000 5748 (State name of Donkey) Stearns (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + Enc 3-8

Last Survey No. 1-88 Port Lon: 2 17 13

Particulars of Examination and Repairs (if any) Condition B.S. 12-9

(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

(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	"	"

Do. " Donkey " "

If this was not done, state for what reasons ?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

How and in what manner, in the changes of internal examination, were adopted by the

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 ?

Did the Surveyor examine the Safety Valves of the Main Boiler ?

At what pressure were they afterwards adjusted under steam ?

At 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? *100 lbs*

Examined propeller, stern-rush, & sea-connection fastenings.
found all in good condition.

found all in good condition.


General Observations, Opinion, and Recommendation:—Sofar as seen the machine

is in good condition & the vessel is in my opinion eligible

to remain as classes in the Register Book.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
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Office or Registration Fee (per Sec. 27).....	£	:	:	fees applied for
Survey Fee (per Section 28).....	£	✓	✓ ✓ ✓	18

Special Damage Fee (per Section 28).....	£	:	:	Received by me,  18	Engineer Surveyor to Lloyd's Register of British and Foreign Shipping
Travelling Expenses (if chargeable).....	£	:	:		

*State if Certificate is required _____

Committee's Minute

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.....

16.—L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 23-2-91.

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

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Lloyd's Register
Foundation
LON 643 - 0479

It is submitted that this
vessel is eligible to
remain as
claimed
W.A.
13-2-91

