

52218

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

(Received at London Office 12.8.91)

No. \_\_\_\_\_ Date of Writing Report 11<sup>th</sup> Aug<sup>r</sup> 1891 Port of London

No. in Reg. Book 21 Survey held at London Date, first Survey 1<sup>st</sup> Aug<sup>r</sup> Last Survey 7<sup>th</sup> Aug<sup>r</sup> 1891  
on the Machinery of the "S.S. James" Master E. J. Evans No. of Visits 3

Management Gross 5031 Net 3231 Vessel built at Dumbarton By whom W. Denny & Co. When 1886 9

Registered Horse Power 800 Engines made at Glasgow When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers 6 Owners Shaw, Smith & Co. Port Glasgow Voyage New Zealand  
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery -100 A1 39

in Donkey Boiler 80 lb Last Survey No. 57649 Port S.S. Lou. N. 1.88 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) - L.M.C. 489 B.S. 690

Particulars of Examination and Repairs (if any) Annual B.S. 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 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? 160 lb

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

To what pressure were they afterwards adjusted? 80 lb

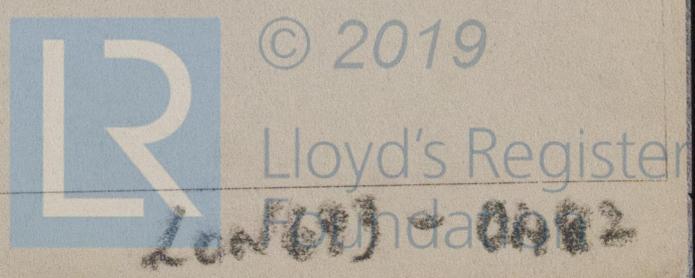
Examined main boiler int<sup>ly</sup> & ext<sup>ly</sup> & found same satisfactory  
" " Safety valves & adjusted same under  
steam & blow off at 160 lb per sq. in.  
Examined Donkey boiler int<sup>ly</sup> & ext<sup>ly</sup> & substitute plate in front  
flue combustion chamber renewed & re-tubed satisfactory  
Back half of front flue crown renewed  
Same tested by hydraulic press to 120 lb water  
Examined Safety Valves & tested same under steam & blow at  
80 lb per sq. in.

## 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 & in my opinion eligible to remain as classed & have B.S. 891 recorded in the Register.

Office or Registration Fee (per Sec. 28) £ : :  
Survey Fee (per Section 28) £ 3 : :  
Special Damage Fee (per Section 25) £ : :  
Travelling Expenses (if chargeable) £ : :  
Fees applied for 12/8/91  
Received by me, [Signature] 14/8/91  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required  
Committee's Minute FPI 14 AUG 1891  
Assigned B.S. 891



1891 Form No. 9. - (The Surveyors are requested not to write on or before the space for Committee's Minute.)

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

It is submitted that this  
vessel is eligible to  
have B.S. 8191  
recorded—  
W.D.  
13-2-11

