

52237

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

(Received at London Office) SAT. 22 AUG 1891

No. \_\_\_\_\_ Date of Writing Report 22<sup>nd</sup> Aug<sup>th</sup> 1891 Port of London  
 No. in Reg. Book 637 Survey held at London Date, first Survey 20<sup>th</sup> June Last Survey 21<sup>st</sup> Aug 1891  
on the Machinery of the SS Mirror Master Pattison No. of Visits 10  
 Tonnage { Gross 1545 Vessel built at Glasgow By whom R Napier & Sons When 1885  
 Net 790 Engines made at Do When 1885 Boilers, when made (Main) 1885 (Donkey) 1885  
 Registered Horse Power 250 Owners Eastern Ill. Co<sup>ys</sup> Port London Voyage ✓  
 No. of Main Boilers Two If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1  
 Steam Pressure in Main Boilers 100 lbs (State name of Dock) N. India & S. W. I. S. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 100 A1  
 in Donkey Boiler 100 lbs Last Survey No 2 Port S. S. Lou. N<sup>o</sup> 189

Particulars of Examination and Repairs (if any) BS  
 (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? 100 lbs  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes  
 To what pressure were they afterwards adjusted? 100 lbs

Examined main and donkey boilers int<sup>ly</sup> & ext<sup>ly</sup> - found satis<sup>y</sup>  
" " " Safety valves & adjusted same  
under steam to blow at 100 lbs per sq<sup>in</sup>

Vessel placed in dry dock - tail shaft drawn, examined &  
found in good condition, stem bushes re-wooded on both half  
Both propellers examined & found satisfactory.  
All sea cocks & valves examined & found Do  
All Condenser tubes drawn & condensers thoroughly cleaned  
Ind & bidge pump plungers turned up & new neck England bushes fitted  
All slide valve spindles turned up & neck & gland bushes fitted

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.)  
Sofar as seen the machinery  
of this vessel is in good work<sup>ing</sup> order & in my opinion eligible to  
remain as classed & have BS 8.91 recorded in the register  
book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : -	<u>24/8.91</u>
Special Damage Fee (per Section 28).....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by <u>me</u>

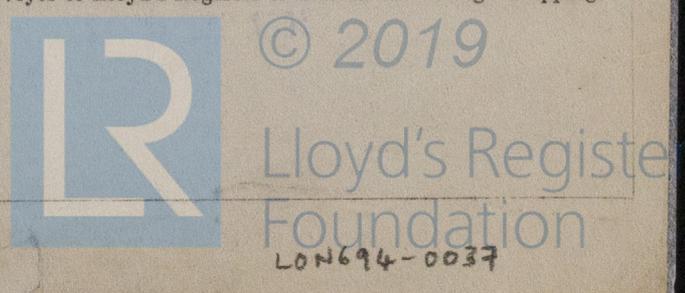
29/8 91  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\* State if Certificate is required.  
 Committee's Minute TU 25 AUG 1891 | FP 11 SEP 1891  
 Assigned As now | BS 8191  
BS

State if a Report is also now sent on the Ship

Certificate to be sent to

Insert Character of Ship and Machinery



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  
remain as classed, and to  
have B.S. 8-91 recorded  
H.A. wa  
24-8-91 4-9-91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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