

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

(Received at London Office)

SAT. 22 AUG 1891

No. 637 Date of Writing Report 22nd Augth 1891 Port of London
No. in Reg. Book 637 Survey held at London Date, first Survey 20th June Last Survey 21st Aug 1891
on the Machinery of the S.S. Mirror Master Pattison No. of Visits 16
Tonnage Gross 1545 Net 790 Vessel built at Glasgow By whom R Napier & Sons When 1885
Registered Horse Power 250 Engines made at Do When 1885 Boilers, when made (Main) 1885 (Donkey) 1885
No. of Main Boilers 2 Owners Eastern Ill. Co Port London Voyage ✓
Steam Pressure in Main Boilers 100 lb If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A 1 7 89
in Donkey Boiler 100 lb (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 A 1 7 89
Last Survey No 2 Port S. S. Lou. N. 1 89

Particulars of Examination and Repairs (if any)

(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 lb

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

To what pressure were they afterwards adjusted? 100 lb

Examined main and donkey boilers int^{ly} & ext^{ly} found satis^y
" " " Safety valves & adjusted same
under steam to blow at 100 lb per sq in

Vessel placed in dry dock tail shafts drawn, examined &
found in good condition, stem bushes re-wooded on both half
Both propellers examined & found satisfactory
All sea cocks & valves examined & found O^k
All Condenser tubes drawn & condensers thoroughly cleaned
Ind & bilge 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^g 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) £ : :
Survey Fee (per Section 28) £ 2 : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :

Fees applied for

24/8.91

Received by me,

29/8 1891

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

* State if Certificate is required.

Committee's Minute TU 25 AUG 1891

FF 11 SEP 1891

Assigned As now

BS 8.91

BS



© 2019

Lloyd's Register Foundation

LON694-0037

State if a Report is also now sent on the Ship

Certificate to be sent to

16.-L. R. F. H.-Form No. 9.-Transfer Ink-500, 23-2-91.

It is submitted that this
vessel is eligible to
remain as Classed, and to
have B.S. & G. recorded
H. & W. 4.9.91
24.8.91

