

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

52,275

No. *148* Date of Writing Report *Aug: 24<sup>th</sup> 1891* Port of *London*  
 No. in Reg. Book *148* Survey held at *Chinchorne* Date, first Survey *Aug 17<sup>th</sup>* Last Survey *Aug 19<sup>th</sup> 1891*  
 on the Machinery of the *s/s. "El Dorado"* Master *2. W. Smith* No. of Visits *2*  
 Tonnage Gross *1291* Net *820* Vessel built at *North Shields* By whom *2. W. Smith* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*  
 Registered Horse Power *150 HP* Engines made at *Newcastle* When *1882* Owners *(Scrutton Bros & Co.)* Port *London* Voyage  
 No. of Main Boilers *Two* *Surveyed* *At sea* in Dry Dock *Fletcher* Class of Vessel & Machinery *100 A. 1. 4. 90*  
 Steam Pressure in Main Boilers *80 lbs* (State name of Dock.) *Fletcher* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ hull 1. 91*  
 in Donkey Boiler *60 lbs* Last Survey No. *1-87* Port *London*

## 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?

Do. " Donkey " " "

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?

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?

*Examined stern buck & sea-cock fastenings.*

*Spare propeller fitted, as a flaw was found in bro of working propeller.*

## 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 is eligible in my opinion to remain as classed.*

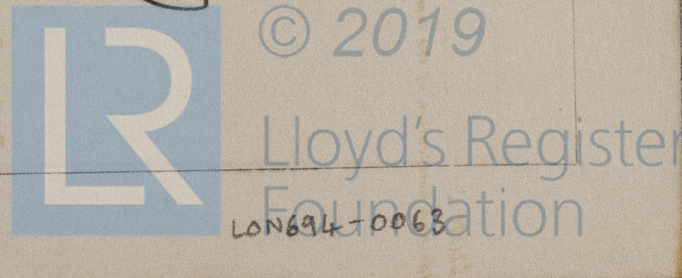
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

\*State if Certificate is required

Committee's Minute *FRI 4 SEP 1891*

Assigned *As now*

*H. P. Cornish*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.





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.

W. A.  
31-8-91



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