

52,301

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

FPI 4 SEP 1891

(Received at London Office)

No. _____ Date of Writing Report 4.9.91 18 _____ Port of _____

No. in Reg. Book. 371 Survey held at London Date, first Survey ✓ Last Survey Sept: 2 1891

on the Machinery of the S. S. "Songario" Master _____ No. of Visits 1

Tonnage { Gross 4163 Net 2657 Vessel built at Glasgow By whom J. Elder & Co. When 1881 Boilers, when made (Main 1881 (Donkey) _____)

Registered Horse Power 600 Engines made at _____

No. of Main Boilers 3 Owners New Gld. S.S. Co Port London Voyage _____

Steam Pressure in Main Boilers 110 lbs. Surveyed Afloat or in Dry Dock Albt. Class of Vessel & Machinery -1-100 A1

in Donkey Boiler _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 488
B.S. 4.91
S.S. Lon- No 1-87

Last Survey No. _____ Port _____

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?

Vessel placed in dry dock, sea contracts. etc. Found to be in good condn. The propeller & its fastenings sound & tail shaft down 2" in Stern Bush.

The owners propose to carry out No 2 Survey on vessel's return from present Voy: say in 4 mths.

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.)

vessel appears eligible 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 23)	£ : :	Received by me,
Travelling Expenses (if chargeable)	£ : :	18

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

*State if Certificate is required

Committee's Minute

Assigned *As now*

TUES. 8 SEP 1891

FRI 12 FEB 1892

TUES. 21 JUN 1892



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Lloyd's Register Foundation

Lon 694-0098

State if a Rep. ISO may set on the Ship or if not whether, and when, one of the

16-L.R.P.H.—Form No. 9.—Transit Ink—5,000, 23-2-01. *Certificate to be sent to the Surveyors are requested not to write on or below 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 remain as classed

It is submitted that the
owners proposal to hold
the ^{special} survey in 4 months
time be considered
satisfactory.

C.R.S.
7.9.91

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