

52305

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

(Received at London Office)

WED. 9 SEP 1891

No. _____ Date of Writing Report 7th Sept. 1891 Port of London
No. in Reg. Book 642 Survey held at London Date, first Survey 3rd Sept. Last Survey 5th Sept. 1891
on the Machinery of the S.S. "Buccaneer" Master E. Goss No. of Visits 2
YEAR. MONTH.
Tonnage Gross 939 Net 653 Vessel built at Higham By whom J. Smith & Co. When 1890
Registered Horse Power 180 Engines made at Higham When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
No. of Main Boilers One Owners Nathan Bromage & Co. Port London Voyage ✓
Steam Pressure in Main Boilers 156 If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery +100 A1. 791
in Donkey Boiler ✓ (State name of Dock.) St. Lawrence (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +LMC 590
Last Survey No. 391 Port Malta

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 main boiler safety valves - found valve spindle bent recommended same to be turned up in lathe which has been done Satis.
Safety Valves adjusted under steam to blow at 156 lbs. per sq. in.
No. 2 Pump (New) fitted - Satisfactory.*

General Observations, Opinion, and Recommendation:—

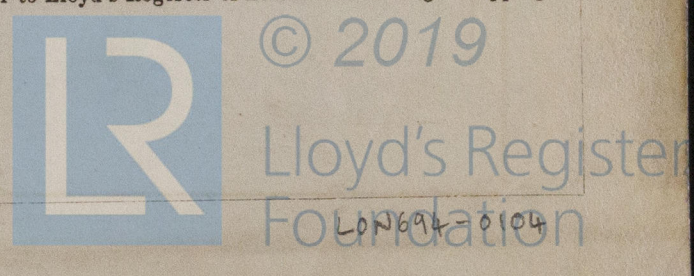
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 189, B.&M.S. 189, or L.M.C. 189, as the case may be.)

So far as seen the machinery of this vessel is in good working order & in my opinion eligible to remain as classed

Office or Registration Fee (per Sec. 27)	Survey Fee (per Section 28)	Special Damage Fee (per Section 28)	Travelling Expenses (if chargeable)	Fees applied for	Received by me,
£ : :	£ : :	£ : :	£ : :	13	
£ : :	£ : :	£ : :	£ : :	18	

* State if Certificate is required

Committee's Minute Remain as
Assigned mach. classed
Fth 11 SEP 1891



State if a Report is also now sent on the Ship or if not, and when, one will be sent.

15.-L. R. P. H. Form No. 9.-Transfer Ink-5/100, 2/- 2-91.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

It is submitted that this vessel
is eligible to remain as classed.

C. J. S.

10. 9. 91.



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