

52309

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

(Received at London Office) WED. 9 SEP 1891

No. *43* Date of Writing Report *Sept. 8th 1891* Port of *London*
 No. in Reg. Book *43* Survey held at *London* Date, first Survey *Aug. 26th 1891* Last Survey *Sept. 2nd 1891*
 on the Machinery of the *s.s. Palmira* Master *A. Munro* No. of Visits *3*
 Tonnage Gross *922* Net *583* Vessel built at *Newcastle* By whom *Palmer's Co.* When *1866* 1
 Registered Horse Power *140* Engines made at *London* When *1866* Boilers, when made (Main) *1872* (Donkey) *1874*
 No. of Main Boilers *Two* Owners *J. Finwick & Son* Port *London* Voyage *Mediterranean*
 Steam Pressure in Main Boilers *75th* If Surveyed Afloat or in Dry Dock *afloat in*
 a Donkey Boiler *50th* (State name of Dock.) *Shadwell basin* Class of Vessel & Machinery *+90 A.F. 91*
 Last Survey No. *2.89* Port *London* *s.s. Lon. No 3 - 3, 80.* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *B.S. 6 89*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey.* B.S. *89*
 (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? *Weighted to 75th per sq. inch*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
 To what pressure were they afterwards adjusted? *50th per sq. inch.*

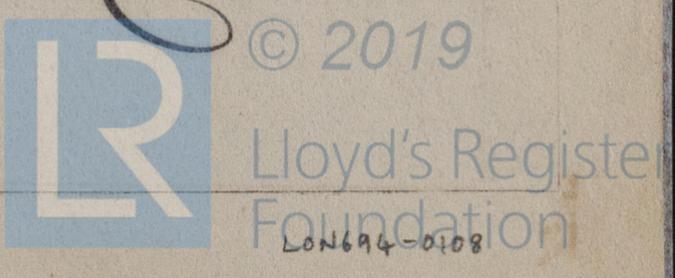
Examined main & donkey boilers. The combustion chamber backs are all patched. The centre backs have been leaking, the patches have been re-riorted where necessary and are now tight.

General Observations, Opinion, and Recommendation:— *As far as seen the machinery is in good working order and eligible in my opinion to remain as classed and to have B.S. 9. 91 recorded in the Register Book.*
 (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, E.&M.S. 1.89, or L.M.C. 1.89, as the case may be.)

Office or Registration Fee (per Sec. 27) £ *2.0.0*
 Survey Fee (per Section 28) £ *10/9/91*
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for *10/9/91*
 Received by me, *H.P. Cornish* 11 9 18 91

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

Committee's Minute *11 SEP 1891*
 Assigned *BS 9/91*



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.
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Insert Character of Ship and Machinery precisely as in the Register Book.

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 for the record

B.S. 9. 91.

C.S.S.

10 9. 91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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