

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

No. 221 Date of Writing Report 9<sup>th</sup> Sept 1891 Port of London  
No. in Reg. Book. Survey held at London Date, first Survey 7<sup>th</sup> Sept Last Survey 8<sup>th</sup> Sept 1891  
on the Machinery of the S.S. "Phone" Master Smith No. of Visits 2  
Tonnage Gross 1343 Net 868 Vessel built at Sunderland By whom W. Pile & Co.  
Registered Horse Power 130 Engines made at London When 1891 Boilers, when made (Main) 1886 (Donkey) 1891  
No. of Main Boilers 2 Owners Westcott & Lawrence Port London Voyage ✓  
Steam Pressure in Main Boilers 70 lb If Surveyed Afloat or in Dry Dock Afloat  
in Donkey Boiler 80 lb (State name of Dock.) Millwall d.k. Class of Vessel & Machinery + 90 A 1 6.91  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey)

Last Survey No. 2113 Port Ant. 1888 Out. No. 2.90

Particulars of Examination and Repairs (if any) New French boiler fitted

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

New French boiler has been fitted on board marked all satisfactory  
Examined Safety valve, found satisfactory  
Tested boiler under steam & adjusted safety valve to blow off at 80 lb pres. p. o.

Lloyds test  
160 lbs  
12 35.97  
RH  
30.5.91

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  
of this vessel is in good working order & in my opinion 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 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute 11 SEP 1891

Assigned Remain as classed

Machy



It is submitted that this vessel  
is eligible to remain encased

C.E.L.S.

10.9.91



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Foundation