

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

52311

(Received at London Office, THURS. 10 SEP 1891)

No. 221 Date of Writing Report 9th Sept 1891 Port of London
 No. in Reg. Book 221 Survey held at London Date, first Survey 7th Sept Last Survey 8th 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 When 1868 2
 Registered Horse Power 130 Engines made at London When 1871 Boilers, when made (Main) 1886 (Donkey) 1891
 No. of Main Boilers 2 Owners Metcott & Lawrence Port London Voyage ✓
 Steam Pressure— in Main Boilers 70 lb If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery + 90 A1 6.91
 in Donkey Boiler 80 lb (State name of Dock.) Millwall dk (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) LMC 9.90 + NB. 11.86

Last Survey No. 2113 Port Ant 1885 Out. No. 290
 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?

Lloyds test
 160 lbs
 12.35.94
 RH
 30.5.91

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.

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 J.M.C. 1/89, as the case may be.)
Safar as seen the machinery of of this vessel is in good working order & in my opinion eligible to remain as classed.

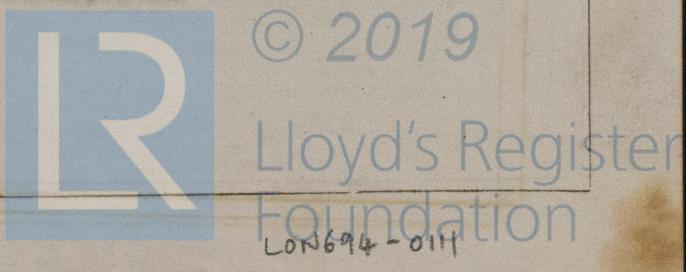
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute 11 SEP 1891

Assigned Remain as classed

Machy



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

Certificate to be sent to

T. & S. Form No. 9 - Transfer Ink - 6000, 22/10/90

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

It is submitted that this vessel
is eligible to remain unclassified
C.E.S.
10.9.91

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation

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