52328

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

(Received at London Office, TUES. 15 SEP 1891)

No. ____ Date of Writing Report 14th Sept. 1891 Port of London

No. in Reg. Book. 380 Survey held at London Date, first Survey 20th Aug.st Last Survey 14th Sept. 1891

on the Machinery of the S.S. "Seine" Master J. Seymour No. of Visits 3.

Tonnage { Gross 3553 / Net 1978 }

Registered Horse Power 341

No. of Main Boilers Three

Steam Pressure— in Main Boilers 80 lb. in Donkey Boiler 60 lb.

Vessel built at London By whom Thames S.B. Co When 1859.

Engines made at Birkenhead When 1885 Boilers, when made (Main) 1885 (Donkey) 1885

Owners Telegraph Const. & Main. Co Port London Voyage —

If Surveyed Afloat ~~or in Dry Dock~~ Victoria Dr (State name of Dock.)

Class of Vessel & Machinery 100 A1. A1 * I (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 3.90. + AE + B 4.85 LMC. 8.89.

Last Survey No. ~~1-89~~ 50381 Port London

Particulars of Examination and Repairs (if any) Annual B.S.

(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? Yes ✓ SS No 1-89

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? ✓

Examined main boilers int.ly & ext.ly also their safety valves all found in good order

Examined donkey boiler int.ly & ext.ly also its safety valves all found in good order.

To complete the survey the main & donkey boiler safety valves have to be adjusted under steam,

The Owners cannot fix any date for carrying this out as the vessel is laid up.

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.)

So far as seen the machinery of this vessel is in good working order and eligible in my opinion to remain as classed, and have B.S. with date recorded when the main & donkey boilers have had their safety valves adjusted under steam to their work.q Pres.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 17/9 1891
Survey Fee (per Section 28)	£2 : 10 : —	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me, 5.10 1891
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute FRI. 18 SEP 1891 FRI 13 MAY 1892

Assigned Deferred for Completn

B.S.

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 will be eligible for the record B.S. 9.9.11 when all the safety valves have been adjusted

C.E.S.
17.9.11

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.