

52328

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

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

No. *380* Date of Writing Report *14<sup>th</sup> Sept. 1891* Port of *London*  
 No. in Reg. Book. *380* Survey held at *London* Date, first Survey *20<sup>th</sup> Aug<sup>st</sup>* Last Survey *14<sup>th</sup> Sept. 1891*  
 on the Machinery of the *SS "Vine"* Master *McLymour* No. of Visits *3*  
 Tonnage Gross *3553* Net *1978* Vessel built at *London* By whom *James S B Co* When *1859*  
 Registered Horse Power *341* Engines made at *Birkenhead* When *1885* Boilers, when made (Main) *1885* (Donkey) *1885*  
 No. of Main Boilers *Three* Owners *Telegraph Cust. & Main Co* Port *London* Voyage *✓*  
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Victoria D<sup>o</sup>* Class of Vessel & Machinery *100 A1. A1 #1*  
 in Donkey Boiler *60 lbs* (State name of Dock.) *50381* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *NEXB 4.85 LMC 8.89*

Last Survey No. *1-89* Port *London*  
 Particulars of Examination and Repairs (if any) *Annual B.S.* Repairs on account of Damage should be separated from

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) 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 Vine-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<sup>ly</sup> & ext<sup>ly</sup> also their Safety Valves all found in good order*  
*Examined donkey boiler int<sup>ly</sup> & ext<sup>ly</sup> 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? Pres:*

Office or Registration Fee (per Sec. 27)	£	:	:	} Fees applied for 17/9 18 91 received by me, 5.10 18 91
Survey Fee (per Section 28)	£	2	10	
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

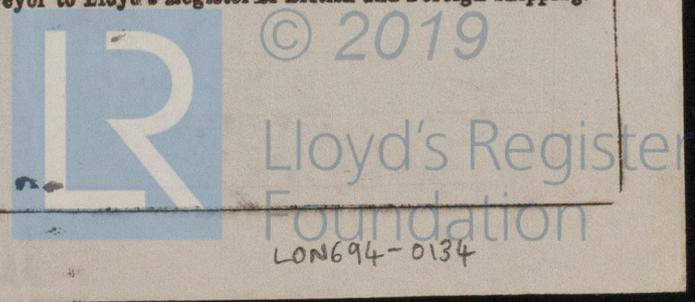
*W. J. Baylour*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

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

Assigned *Deferred for*  
*W. J. Baylour* *Completed*

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

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



It is submitted that this vessel  
will be eligible for the record  
B.S. 9.91 when all the  
supply values have been  
adjusted

C.S.

17 9.91

*[Faint, mostly illegible handwritten notes and bleed-through from the reverse side of the page.]*

