

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

FRI 9 OCT 1891

No. *986* Date of Writing Report *Oct 8th 1891* Port of *London*
 No. in Reg. Book *986* Survey held at *London* Date, first Survey *—* Last Survey *Oct 6th 1891*
 on the Machinery of the *ss "Alma"* Master *G. L. Legner* No. of Visits *1*
 Tonnage { Gross *747* Vessel built at *Lauderlaud* By whom *Darwin & Co* When *1873* 9
 Net *522* Engines made at *Newcastle* When *1885* Boilers, when made (Main) *1885* (Donkey) *—*
 Registered Horse Power *95* Owners *W. Thornburn & Sons Ltd* Uddervalla Voyage *Uddervalla*
 No. of Main Boilers *one* X Surveyed *Alma* in Dry Dock *Brodie's* Class of Vessel & Machinery *+ 90 A. I. 10. 90*
 Steam Pressure in Main Boilers *150 lbs* (State name of Dock.)
 in Donkey Boiler *—* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *LULC 12-89*
 Last Survey No. *1-89* Port *Lon*

Particulars of Examination and Repairs (if any) Condition

(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?

Do. " Donkey " " " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Examined stern bush, sea-cock & propeller fastenings, and found all in good condition

Gave notice that the boilers were due for survey. The owner's representative stated that it was not convenient to hold the survey now, but that when the vessel returns to London, in about 2 weeks time, he will have the boilers opened out and will give notice to this office.

General Observations, Opinion, and Recommendation:— *So far as seen the machinery of this vessel is in good condition and eligible in my opinion to remain as classed 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, 91, B.&M.S. 1, 91, or L.M.C. 1, 91, as the case may be.)

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

* State if Certificate is required

Committee's Minute *16. 13 OCT 1891*

Assigned *As now*

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



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 Foundation

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

to be sent to
 16. L. R. P. H. Form No.

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

It is submitted that this vessel is eligible to remain as classed and that the Owners request be acceded to.

J.E.S.
12.10.91

