

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

(Received at London Office **FRI 9 OCT 1891**)

No. 188 Date of Writing Report 10. 10. 91 18 91 Port of London  
 No. in Reg. Book 188 Survey held at London Date, first Survey Oct. 9 Last Survey Oct. 9 1891  
 on the Machinery of the S.S. "Cardiganshire" Master                      No. of Visits                       
 Tonnage { Gross 2486 Vessel built at Newcastle By whom Swan & Hunter When 1883 - 5  
 { Net 1623 Engines made at do When 1883 Boilers, when made (Main) 1883 (Donkey)  
 Registered Horse Power 275 Owners Jenkins & Co Port London Voyage                       
 No. of Main Boilers                      Surveyed Afloat or in Dry Dock Albert Class of Vessel & Machinery 1-100 A1  
 Steam Pressure in Main Boilers 90 lbs (State name of Dock.) (As in Register Book, including dates of L.M.C. 5.87  
 in Donkey Boiler                      of last Boiler Survey.) B.S. 4.91  
 Last Survey No.                      Port                      S.S. Ant. No 1-87

## Particulars of Examination and Repairs (if any) S.S. No 2 - In part.

(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?

At what pressure were they afterwards adjusted?

*Vessel placed in dry dock, sea combs. exd. & found to be in good condn. Propeller & its fastenings sound & the tail shaft a good fit in stern bush. One new Cast iron propeller blade now fitted S. P. cylinder exd. & found in good condn.*

*This vessel now proceeds to Hamburg & Antwerp, where it is proposed to complete the survey.*

## General Observations, Opinion, and Recommendation:— As far as seen this vessel

(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.)

*appears eligible to remain as classed*

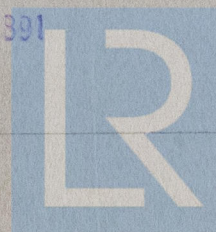
Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	✓ : ✓	18
Special Damage Fee (per Section 28)	£	:	Received by me,
Travelling Expenses (if chargeable)	£	:	18

\*State if Certificate is required

Committee's Minute 16 OCT 1891 23 OCT 91 TUES. 3 NOV 1891

Assigned *Note for Completion*

*Geo. J. Wieremson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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It is submitted  
that this vessel is eligible to remain  
AS CLASSED and that  
this examination be noted  
as part of the Special  
Survey. C.D.S.

15.10.91

See Antwerp Report. 2071

It is submitted that this vessel will  
be eligible for the record + L.M.C. 4.91  
when the survey of the machinery  
has been completed.

C.D.S.

15.10.91



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