

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

No. \_\_\_\_\_ Date of Writing Report 15<sup>th</sup> Oct 18 91 Port of London  
(Received at London Office. 16 OCT 1891)  
No. in Reg. Book 106 Survey held at London Date, first Survey 12<sup>th</sup> Oct Last Survey 12<sup>th</sup> Oct 18 91  
on the Machinery of the S.S. "Beta" Master G. Sutton No. of Visits 1  
Tonnage Gross 2334 Net 1499 Vessel built at Sunderland By whom L.L. Thompson & Co When 1888 5  
Registered Horse Power 200 Engines made at Stockton When 1888 Boilers, when made (Main) 1888 (Donkey) 1888  
No. of Main Boilers 1 Owners Turner Brightman & Co Port London Voyage ✓  
Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery 1-100 A1. 11.90  
in Donkey Boiler ✓ (State name of Dock.) Milwall (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-LMC 5.88  
Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

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?

Vessel placed in Graving dock  
Examined propeller, nut slacked back, oiled & tightened up all  
found in good order.  
Examined all sea connection fastenings, main blow down cock  
on ships side re-jointed, satisfactorily, otherwise all found sound.

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, 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 in the register book.

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

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

\*State if Certificate is required

Committee's Minute TUES. 20 OCT 1891

Assigned As now



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LON 694 0234

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

16.—L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 18/9/91

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



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 is eligible to remain  
AS CLASSED.*

*C.S.S.*

*19.10.91*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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