

52396

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

TUES. 20 OCT 1891

(Received at London Office)

No. 121 Date of Writing Report 20.10.91 18 91 Port of London
No. in Reg. Book 121 Survey held at London Date, first Survey Sept. 23 Last Survey Oct. 19 1891
on the Machinery of the S.S. Lifeshire Master Swan & Hunter No. of Visits 5
Tonnage Gross 3720 Net 2425 Vessel built at Newcastle By whom Swan & Hunter When 1887-7
Registered Horse Power 400 Engines made at SIRM When 1887 Boilers, when made (Main) 1887 (Donkey)
No. of Main Boilers 3 Owners Turnbull Martin & Co. Port Glasgow Voyage
Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat & in Dry Dock S. I. Wks. & S. W. I Class of Vessel & Machinery 100 A1
in Donkey Boiler 70 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. No 1.

(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 dry dock, sea comtns. exd. & found in good condn. The propeller & its fastenings sound, & the tail shaft a good fit in Stern bush.
Exd. Cyllsrs, Slides, Air, Cris. Feed & Bilge pumps & valves all found in good condn.
Exante, Thrust & tunnel shafts: in good condn.
Main Bhrs. exd. internally & externally: found in good condn.
" " Safety Valves " " " "
& tested under stn. to W.P. of 160 lbs q.
Which boiler & Safety Valve exd. & found in good condn.
Safety valve tested under stn. lifted at 70 lbs q

General Observations, Opinion, and Recommendation:— The Machinery being now

(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.S.M.S. 1,91, or L.M.C. 1,91, as the case may be.)

in good & safe working condn. renders the vessel eligible in my opinion to be marked - L.M.C. 10.91

Office or Registration Fee (per Sec. 27) £ :
Survey Fee (per Section 28) £ 5 : 10
Special Damage Fee (per Section 28) £ :
Travelling Expenses (if chargeable) £ :
*State if Certificate is required

Fees applied for

22/10/91

Received by me,

9/2 18 92

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

Geo. E. Wilkinson

TUES. 22 NOV 1892

Committee's Minute 23 OCT 91

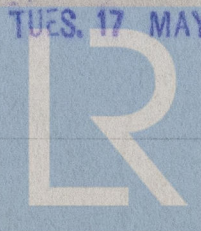
TUES. 10 MAY 1892

Assigned

+ Lmb 10/91

TUES. 17 MAY 1892

FRI 19 NOV 1892
FRI 5 MAY 1893



Lloyd's Register
Foundation

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

12.-1. B. P. H. Form No. 9.—Transfer Ink—5,000, 18/8/91

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

It is submitted that this vessel is
eligible for the record

+ L.M.C. 10.91

Old
10.91

