

52414

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

No. \_\_\_\_\_ Date of Writing Report October 23<sup>rd</sup> 1891 Port of London (Received at London Office Oct 24 OCT 1891)

No. in Reg. Book 905 Survey held at London Date, first Survey Oct 21<sup>st</sup> Last Survey Oct 22<sup>nd</sup> 1891

on the Machinery of the s/s "Atlantis" Master J. Wandless No. of Visits 2

Tonnage Gross 1426 Net 916 Vessel built at Glasgow By whom J. G. Thomson When 1884 YEAR. MONTH

Registered Horse Power 134 Engines made at do. When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers one Owners Derutton Bros & Co Port London Voyage West Indies

Steam Pressure in Main Boilers 90 lbs If Surveyed Afloat or in Dry Dock Sketches Class of Vessel & Machinery +100 A.I. 2-9

in Donkey Boiler 50 lbs (State name of Dock.) Dry Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100 A.I. 2-9

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Completion of Boiler work. S.S. Cat. 1-88

(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 & found in good order.

Examined donkey boiler under steam. Safety valve lifted at 50 lbs pres in pres.

General Observations, Opinion, and Recommendation:— So far as seen the machinery of this vessel is in good condition & the vessel is eligible in my opinion to remain as classed and to have B.S. 7.91 recorded 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).....	£	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	18

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute 30 OCT 1891

Assigned B.S. 7.91

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 Committee's Minute.

16.-L. R. P. H. Form No. 9.-Transfer Ink-5,000, 18/8/91



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.

that this vessel is  
eligible for the record B.S. 7.91  
C.E.S.  
26.10.91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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