

52420

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

(Received at London Office) WED, 28 OCT 1891

No. \_\_\_\_\_ Date of Writing Report Oct 27<sup>th</sup> 1891 Port of London

No. in Reg. Book. 262 Survey held at London Date, first Survey \_\_\_\_\_ Last Survey Oct 24<sup>th</sup> 1891

on the Machinery of the cs "Zottleschue" Master Park No. of Visits 1

Tonnage { Gross 1138 Net 722 Vessel built at Port Glasgow By whom Murdoch Murray When 1884 Boilers, when made (Main) 1884 (Donkey) \_\_\_\_\_

Registered Horse Power 115 Engines made at Glasgow Owners (J. Holman & Sons) Port London Voyage \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Steam Pressure in Main Boilers 80th  Surveyed in Dry Dock Price's dry dock Rotherhithe Class of Vessel & Machinery +100A.1.3-91

in Donkey Boiler \_\_\_\_\_ Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +L.M.C. 3-91

## Particulars of Examination and Repairs (if any)

(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 truss, sea-cock fastenings, propeller and propeller fastenings and found all in good order*

## General Observations, Opinion, and Recommendation:—

*As far as seen this vessel's machinery is in good condition and the vessel is 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)      | £ | : | Received by me,  |
| Travelling Expenses (if chargeable)      | £ | : | 18               |

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

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

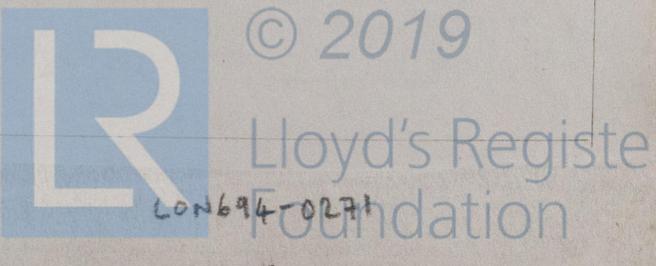
Committee's Minute 30 OCT 1891 FRI 22 JAN 1892

Assigned As new

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. F. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91  
(The Surveys 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.P.*

*28. 10. 91*



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.