

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

THURS. 5 NOV 1891

No. *117* Date of Writing Report *Oct 3rd 91* Port of *London* (Received at London Office...)

No. in Reg. Book *117* Survey held at *London* Date first Survey *—* Last Survey *Sept 12th 1891*

on the Machinery of the *s/s "Deerhound"* Master *G. Smith* No. of Visits *1*

Tonnage Gross *443* Net *271* Vessel built at *London* By whom *Forrest & Son* When *1882* MONTH *10*

Registered Horse Power *70* Engines made at *Glasgow* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*

No. of Main Boilers *One* Owners *Walker Howard & Co.* Port *London* Voyage *—*

Steam Pressure in Main Boilers *80 lbs* Surveyed Afloat or in Dry Dock *off Beckton* Class of Vessel & Machinery *+100 A.1. 9.90*

in Donkey Boiler *—* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+LUC 5.87*

Last Survey No. *52332* Port *Lon*

Particulars of Examination and Repairs (if any) *B.S. 11-89*
S.S. Lon: h^o-1-87

(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 main boiler under steam and adjusted main boiler safety valves to blow at 80 lbs per sq in. press.
A small patch has been bolted over the circumferential seam at bottoms of main boiler -*

Steam was not raised in the donkey boiler -

To complete the survey, the donkey boiler safety valve to be adjusted under steam -

General Observations, Opinion, and Recommendation:— *So far as seen the*

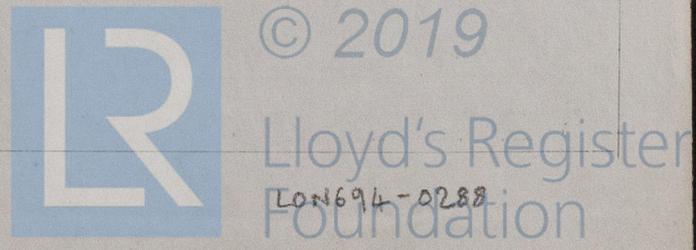
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)
machinery is in good condition and eligible in my opinion to have +LUC 7.91 recorded in the Register Book when the donkey boiler safety valve has been adjusted under steam

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

*State if Certificate is required
Committee's Minute **FRI 6 NOV 1891** **TUES. 17 NOV 1891**

Assigned *Deferred for Completion*
W.B. Smith 11.91

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



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

It is submitted that this vessel
WILL BE
eligible for the record of +LM@ 7.91

when the donkey boiler safety
valves have been adjusted.

C. J. S.

5.11.91

