

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

(Received at London Office.....) **FBI 6 NOV 1891**

No. 986 Date of Writing Report 5th Nov 1891 Port of London
 No. in Reg. Book 986 Survey held at London Date, first Survey 20th Oct 1891 Last Survey 2nd Nov 1891
 on the Machinery of the SS. Owenduff Master Legner No. of Visits 4
 Tonnage Gross 747 Net 522 Vessel built at Sunderland By whom Darwin & Co When 1873 9
 Registered Horse Power 95 Engines made at Newcastle When 1885 Boilers, when made (Main) 1885 (Donkey) 1885
 No. of Main Boilers One Owners Alexis Oski Bol Owenduff Port Madras Voyage Battle
 Steam Pressure in Main Boilers 150 lbs if Surveyed Afloat or in Dry Dock Surrey Comm. E Class of Vessel & Machinery 90 A1. 10.9
 in Donkey Boiler 50 lbs (State name of Dock.)

Last Survey No. 52361 Port London
 Particulars of Examination and Repairs (if any) B.S.
 (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? Yes.
 Do. " Donkey " " " Yes.
 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? Yes.
 At what pressure were they afterwards adjusted under steam? 150 lbs
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.
 To what pressure were they afterwards adjusted? 50 lbs

*Examined Main and donkey boilers internally & externally also their safety valves all found in good order
 Tested main and donkey boiler under steam and adjusted their safety valves to blow at 150 lbs + 50 lbs per sq" respectively*

General Observations, Opinion, and Recommendation:—

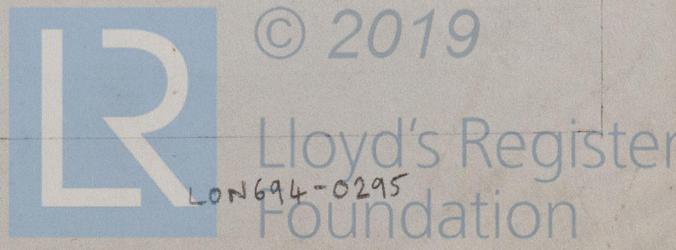
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)
*Sofar as seen the machinery of this vessel is in good order and safe working condition & eligible in my opinion to remain as classed, and have **B.S 11.91** recorded in the register book*

Office or Registration Fee (per Sec. 27).....	£ :	Fees applied for
Survey Fee (per Section 28).....	£ 1 : 10 :	<u>6/11/91</u>
Special Damage Fee (per Section 28).....	£ :	<u>1/8/92</u>
Travelling Expenses (if chargeable).....	£ :	Received by me,
		<u>10/21 1891</u>

*State if Certificate is required

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

Committee's Minute **TUES. 10 NOV 1891**
 Assigned B.S 11/91



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
 10.-L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 18,8,91
 (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 have B.S. 11-91 recorded.

N.A.
9-11-91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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