

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

(Received at London Office **S 31 OCT 1891**)

No. 155 Date of Writing Report 29th Oct 1891 Port of London
No. in Reg. Book 155 Survey held at London Date, first Survey 2nd Oct Last Survey 22nd Oct 1891
on the Machinery of the S.S. "Wazalgette" Master G. Cornish No. of Visits 6
YEAR. MONTH.
Tonnage Gross 990 Net 613 Vessel built at Barrow By whom Barrow & B. & L. When 1887
Registered Horse Power 120 Engines made at " When 1887 Boilers, when made (Main) 1887 (Donkey) "
No. of Main Boilers Two Owners London County Council Port London Voyage "
Steam Pressure in Main Boilers 150 lbs If Surveyed Under in Dry Dock (State name of Dock.) Wyer Mills & Knight Class of Vessel & Machinery 1-100A - 9-90
in Donkey Boiler None (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) - LMC 6.87
Last Survey No. " Port "

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? Yes.
Do. " Donkey " " " No donkey boiler
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 per sq"
Did the Surveyor examine the Safety Valves of Donkey Boiler? "
To what pressure were they afterwards adjusted? "

Vessel placed in graving dock
Examined, propellers, tail end shafts, (both flawed between brass liners)
Stem bushes, Cyls, pistons, slide valves, Steam Chests,
Pumps, Condensers, all sea connections, Crank, Horn &
tunnel Shafting -
Main Boilers and their Safety Valves in & system & can
be found in good order

Repairs. Two new tail end shafts fitted, One new propeller.
Stem bushes removed - all satisfactorily carried out.

Main Boilers tested under steam & their safety valves
adjusted to blow at 150 lbs. pres. per sq"

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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 working order and eligible in my opinion to remain
as classed & have - LMC 10.91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ :	Fees applied for	<u>18</u> <u>22-9</u> 18 91
Survey Fee (per Section 28).....	£ 4 : 0 : 0	Received by me,	
Special Damage Fee (per Section 28).....	£ :		
Travelling Expenses (if chargeable).....	£ :		

*State if Certificate is required "

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

Committee's Minute FRI 13 NOV 1891
Assigned + Lmb 10/91
FRI 12 FEB 1892

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. 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 for the record + L.M.C. 10.91

C.E.S.
10.11.91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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