

52482

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

SAT, 21 NOV 1891

No. 43 Date of Writing Report Nov 20<sup>th</sup> 1891 Port of London (Received at London Office.....)

No. in Reg. Book 43 Survey held at London Date, first Survey Nov 3<sup>rd</sup> Last Survey Nov 16<sup>th</sup> 1891

on the Machinery of the ss "Palmyra" Master — No. of Visits 3

Tonnage Gross 922 Net 583 Vessel built at Newcastle By whom Palmer's Co. When 1866 YEAR. MONTH.

Registered Horse Power 140 Engines made at do. When 1866 Boilers, when made (Main) 1872 (Donkey) —

No. of Main Boilers 2 Owners J. Fenwick & Son Port London Voyage Mediterranean

Steam Pressure in Main Boilers 75<sup>th</sup>  Surveyed Afloat  in Dry Dock Carters dry dock (State name of Dock.)

Class of Vessel & Machinery +90 A. 1. 6. 91

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?

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?

*Stem bush, sea-cock fastenings, propeller and propeller fastenings in good condition.*

*Examined repairs to the low Press. Cylinder cover. A brass patch 26" long x 12" wide x 3/16" thick is secured over the fracture in the cylinder cover jacket, with 12 screwed nutty metal bolts and in my opinion is a strong and efficient repair.*

General Observations, Opinion, and Recommendation:— *So far as seen the machinery of this vessel is in good & safe working condition and eligible in my opinion to remain as classed in the Register Book.*

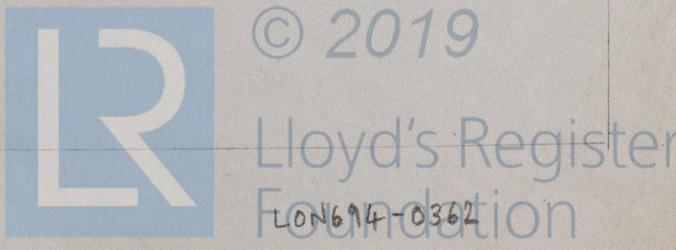
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Received by me,
				18

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

\* State if Certificate is required

Committee's Minutes Nov. 24 1891

Assigned As now



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 Surveyor are requested not to write on or behind the space for Committee's Minutes.)

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

*It is submitted  
that this vessel is eligible to remain  
AS CLASSED.*

*CWS  
23. 11. 93*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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