

52482

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

SAT. 21 NOV 1891

No. 43 Date of Writing Report Nov 20th 1891 Port of London
 No. in Reg. Book 43 Survey held at London Date, first Survey Nov 3rd Last Survey Nov 16th 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
 Registered Horse Power 140 Engines made at do. When 1866 Boilers, when made (Main) 1872 (Donkey) —
 No. of Main Boilers Two Owners J. Fenwick & Son Port London Voyage Mediterranean
 Steam Pressure in Main Boilers 75th ☒ Surveyed Afloat ☐ in Dry Dock Carters dry dock Class of Vessel & Machinery +90 A. 1. 6. 91
 in Donkey Boiler — (State name of Dock.)
 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?

Stern 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 3/4" thick is secured over the fracture in the cylinder cover jacket, with 12 screwed nuttz 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)	£	✓ :	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 Minutes TUES. 24 NOV 1891

Assigned As now



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 Foundation

LON694-0362

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.

C.S. 23. 11. 91

