

52490

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

MO. 23 NOV 1891

No. 48 Date of Writing Report Nov 23rd 1891 Port of London (Received at London Office)

No. in Reg. Book 48 Survey held at London Date, first Survey July 30th Last Survey Nov 16th 1891

on the Machinery of the S. S. James Joyce Master No. of Visits 7

Tonnage { Gross 731 Net 443 Vessel built at Howe By whom Palmer Bros. & Co When 1863-5

Registered Horse Power 99 Engines made at When 1885 Boilers, when made (Main) 1885 (Donkey)

No. of Main Boilers 2 Owners J. F. Fawcett & Son Port London Voyage

Steam Pressure in Main Boilers 150 lbs If Surveyed Afloat or in Dry Dock Howe's Dry Dock Class of Vessel & Machinery A1

in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of last Special Survey of Ship and of last Boiler Survey.) LMC 5.89 B.S. 5.90

Last Survey No. 25563 Port Howe S.S. Lon. No 3-89.1-11.91

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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Do.

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?

At what pressure were they afterwards adjusted?

Main boiler examd. internally & externally & found to be in good condn. Safety valves in good condition.

Boiler tested under steam and safety valves adjusted to blow at 150 lbs per sq inch.

The stern truss has now been re-wooded, the tail shaft examined the thrust shaft collars turned in lathe, the circulating pump condenser sea-cocks opened up & examined, and the w.-press. fraction guide shoe re-lined and the boiler ~~was~~ freed from mud & sand.

These repairs & recommendation were made in consequence of the damage stated to have been caused through the beaching and ultimate floating of the vessel after a collision in the Thames on October 28th 91.

General Observations, Opinion, and Recommendation:— Sofar as seen the machinery is now in good order and eligible in our opinion to remain as classed & have B.S. 11.91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27) £ 1.0.0. Fees applied for 24/11/1891

Survey Fee (per Section 28) £ 3.3.0

Special Damage Fee (per Section 28) £

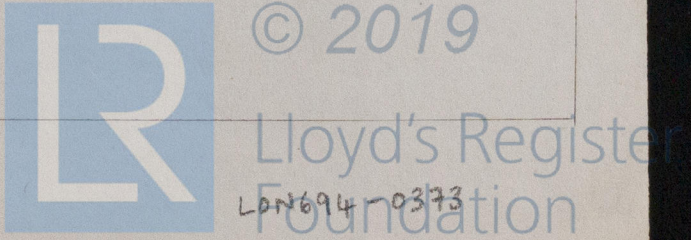
Travelling Expenses (if chargeable) £

Received by me, A. H. D. Lupton Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute TUES. 1 DEC 1891

Assigned BS 11/91



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

16.-L. R. P. II.-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.)
*Certificate to be sent to

It is submitted that this
vessel is eligible for the
Record No 8. 11. 91.

Chas.
30. 11. 91.

