

52491

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

(Received at London Office. **FRI 20 NOV 1891**)

No. 392 Date of Writing Report 19th Nov 18 91 Port of London
No. in Reg. Book 392 Survey held at London Date, first Survey 16th Nov Last Survey 18th Nov 18 91
on the Machinery of the S.S. Britannia Master Digman No. of Visits 2
YEAR. MONTH.
Tonnage { Gross 949 Vessel built at Sunderland By whom Short Bros. When 1877 10
Net 612 Engines made at " When 1877 Boilers, when made (Main) 1877 (Donkey) "
Registered Horse Power 98 Owners J. G. Beatty & Co. Port Sunderland Voyage "
No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery 90A1-10.91
Steam Pressure in Main Boilers 70 (State name of Dock.) Canal (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 2.90
in Donkey Boiler " S.S. Hpl. No 3.3.82 BS. 6.91
S.S. Newc. No 2.90

Last Survey No. 62353 Port Lon
Particulars of Examination and Repairs (if any) Condition

(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?

*Placed in graving dock
Examined propeller and all sea connections & their fastenings
donkey boiler blow down cock taken off & re-jointed
otherwise all satisfactory.*

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.)

*As far as seen the machinery of
this vessel is in good order & safe work? condition, & eligible in my opinion
to remain as classed*

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

*State if Certificate is required

Committee's Minute **FRI 27 NOV 1891**

Assigned As now

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



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Foundation

LON694-0376

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. 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.

It is submitted that this
vessel is eligible to remain
unclassified.

C.E.P.

16.11.91