

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 1891
 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 & R 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. 2353 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?

Handwritten:
 Hull 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.)

Handwritten:
 So far as seen the machinery of this vessel is in good order & safe working 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)	£	:		
Travelling Expenses (if chargeable)	£	:		Received by me,
				18

Signature: Robt. Bayliss
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

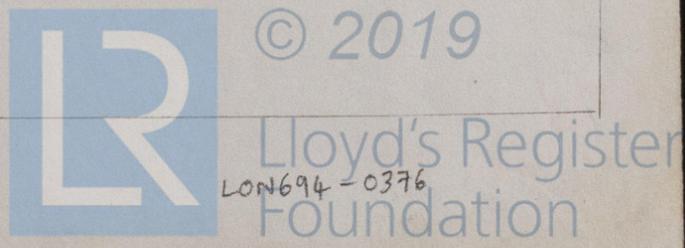
*State if Certificate is required
 Committee's Minute **FRI 27 NOV 1891**
 Assigned As now

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. 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.S.P.

16.11.91

