

52499

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

(Received at London Office)

27 NOV 1891

No. 329 Date of Writing Report 25th Nov. 1891 Port of London

No. in Reg. Book 329 Survey held at London " Lisbon Date, first Survey 20th Nov. Last Survey 20th Nov. 1891

on the Machinery of the S. T. Lisbon Master J. E. Moll No. of Visits 12

Tonnage { Gross 1308 Net 842 Vessel built at N. Martlepool By whom Newton Gray & Co When 1871 7

Registered Horse Power 120 Engines made at Stockton When 1890 Boilers, when made (Main) 1890 (Donkey) ✓

No. of Main Boilers 2 Owners J. Moll Junr Port London Voyage ✓

Steam Pressure in Main Boilers 20 lb If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery 100 A 10.91

in Donkey Boiler ✓ (State name of Dock.) Blackwall P. 1 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 10.90

Last Survey No. 99 Port Lib S.S. Lou: N° 3. 11.82. S.S. Mpl: N° 2.90 LMC 10.90

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?

*Vessel placed in dry dock
Examined, propeller found same a good fit on cone key open at
top at after end & slightly open at sides at after end; but a
good fit on key forward. Propeller re-fitted.
All sea connection fastenings found good.*

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.)

So far as seen the machinery of this vessel is in safe working condition & eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	5	Fees applied for
Survey Fee (per Section 28).....	£	5	18
Special Damage Fee (per Section 28).....	£	5	Received by me,
Travelling Expenses (if chargeable).....	£	5	18

State if Certificate is required

Committee's Minute TUES. 1 DEC 1891

Assigned As now

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

It is submitted that this vessel
is eligible to remain as classed.

DRP.
28.11.91

