

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

No. *266* Date of Writing Report *Nov 30th 1891* Port of *London*
 No. in Reg. Book *266* Survey held at *London* Date, first Survey *Nov 30th 1891* Last Survey *Nov 30th 1891*
 on the Machinery of the *s/s "Whistoe"* Master *—* No. of Visits *1*
 Tonnage { Gross *887* Net *575* Vessel built at *Liverpool* By whom *Bowley Chaffers & Co* When *1870* Boilers, when made (Main) *1891* (Donkey) *1888*
 Registered Horse Power *98* Engines made at *do* Owners *London & Rotterdam S.S. Co* Port *London* Voyage *—*
 No. of Main Boilers *200* If Surveyed Afloat or in Dry Dock *Meer Fletcher's Dry Dock* Class of Vessel & Machinery *A.1.1-2.91*
 Steam Pressure in Main Boilers *80 lbs* (State name of Dock.) *dry dock* (As in Register Book, including date of last Boiler Survey.) *Brms 2.91*
 in Donkey Boiler *60 lbs*

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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Stern truck, sea-cock fastenings, propeller and propeller fastenings in good order.

(Each of the four propeller blades, is broken at the tip, but this defect does not impair the seaworthiness of the vessel -)

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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Machinery is in satisfactory 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)	£	:	:	188
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

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

Committee's Minute

FR: 4 DEC 1891

Assigned

As now

State if a Report is also now sent or if not, and when, and by whom.

T. & S. Form No. 2—Transfer Ink—6000, 28/1/89. * Certificate to be sent to the Registrar of Shipping and the Registrar of Marine Insurance.

Insert Character of Ship and Machinery precisely as in the Register Book

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

M.A.

3-12-91



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