

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

No. *86* Date of Writing Report *7th Dec 1891* Port of *London*
 No. in Reg. Book. *86* Survey held at *London* Date, first Survey *28th Nov* Last Survey *4th Dec 1891*
 on the Machinery of the *S/S "Susper"* Master *J. Douglas* No. of Visits *4*
 Tonnage Gross *1256* Net *811* Vessel built at *Wandee* By whom *W. B. Thompson* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 Registered Horse Power *99* Engines made at *Wandee* Owners *J. M. Duncan & Son* Port *Wandee* Voyage *Dumfriesland*
 No. of Main Boilers *5* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *+100 A. 1. 4. 91*
 Steam Pressure in Main Boilers *100 lbs* (State name of Dock.) *W. B. Thompson* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+LMC 4. 88.*
 in Donkey Boiler *100 lbs* *S. S. Dun. N. 1. 88.* *B. S. 12. 90.*

Last Survey No. *86* Port *London*

Particulars of Examination and Repairs (if any) *Part S.S. N. 2*
 (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? *Yes*
 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? *✓*

Examined - Cyl^{rs}, pistons, slide valves, steam chests, pumps, crank thrust, funnel & tail end shafts, propeller, stern bush & all sea connections & their fastenings. - Main & donkey boilers & their safety valves same found in good order.

Repairs - Stern bush lined up. New key fitted in tail end shaft, patch fitted at butt^m of uptake in donkey boiler.

This vessel unexpectedly left this port on Sunday for Dumfriesland

To complete the survey the main & donkey boilers have to be tested under steam & their safety valves adjusted to the safe work? pressure. Also bilge suction & sluice valves have to be examined

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.)

So far as seen the machinery of this vessel is in good working order & eligible in my opinion, to remain as classed and have L.M.C. 12. 91. recorded in the register book when the survey has been completed.

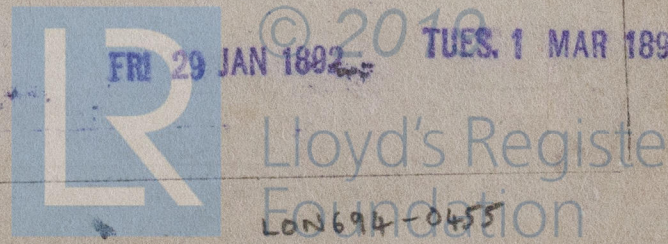
Office or Registration Fee (per Sec. 27) *£ 3 : 10 -* Fees applied for on completion *as 11/12/91*
 Survey Fee (per Section 28) *£ 3 : 10 -* *18 91*
 Special Damage Fee (per Section 28) *£ :*
 Certificate (if required) as per margin *£ :*
 Travelling Expenses (if chargeable) *£ :*
 Received by me, *Robt. Daffour*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 15 DEC 1891*
 Assigned *FRI 15 JAN 1892*
 Lloyd's Register Foundation

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

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

T. S. Form No. 1. Transfer Ink—6003, 22/10/90. * Certificate to be sent to



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this
vessel W.T.D.L. 25 eligible for
the record + L.M.C. 12. 91
when the main and donkey
boilers safety valves have
been adjusted and when
the bulge sections and
sluice valves have
been examined.

C.P.P.

14.12.91.



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