

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

No. *263* Date of Writing Report *Dec: 17<sup>th</sup> 1891* Port of *London* (Received at London Office, *DEC 18 1891*)  
 No. in Reg. Book *263* Survey held at *London* Date, first Survey *Dec 8<sup>th</sup>* Last Survey *Dec 15<sup>th</sup> 1891*  
 on the Machinery of the *ss. "Sargasso"* Master *—* No. of Visits *3*  
 Tonnage Gross *1441* Net *927* Vessel built at *Glasgow* By whom *J. & A. Thomson* When *1883* YEAR. MONTH. *5*  
 Registered Horse Power *120* Engines made at *do.* Boilers when made (Main) (Donkey)  
 No. of Main Boilers *one* Owners *(Scrutton & Sons)* Port *London* Voyage  
 Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *afloat in West India dock* Class of Vessel & Machinery *+ 100 A. 11-90*  
 in Donkey Boiler *50 lbs* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ huc. 3-88*  
 Last Survey No. *12-90* Port *—* *12-90*  
 Particulars of Examination and Repairs (if any) *Special Survey 4-2.* *12-90*  
 (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 main boiler safety valves.  
 fire combustion chamber stays renewed.*

*Examined donkey boiler.*

*Examined Cylinders, pistons, slide valves, pumps, crank  
 thrust & tunnel shafting.*

*New High Press: cylinder face fitted, new H.P. Valve, & H.P. packing  
 rings also fitted.*

*To complete Survey:— Main boiler safety valves to be adjusted  
 under steam, Donkey Boiler safety valves to be examined &  
 adjusted under steam, Sea-cocks to be examined, propeller,  
 stern bush & fastenings of the sea-connections to be examined  
 & tail shaft to be drawn & examined if deemed necessary  
 by the Surveyor—*

General Observations, Opinion, and Recommendation:— *Sofar as seen the machinery*  
 (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 B.L.M.C. 1/89, as the case may be.)  
*is in good condition and eligible in my opinion to remain  
 as classed and to have + huc 12-91 recorded in the  
 Register Book when the survey has been completed.*

Office or Registration Fee (per Sec. 47) *£ 4:0:0* Fees applied for *19/12 1891*  
 Survey Fee (per Section 28) *£ 4:0:0*  
 Special Damage Fee (per Section 28) *£*  
 Certificate (if required) as per margin *£*  
 Travelling Expenses (if chargeable) *£*  
 received by me, *22/12 1891*

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

Committee's Minute *TUES. 22 DEC 1891*

*TUES. 12 APR 1892*

Assigned *Deferred*



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 JUL 1892

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LON694-0476



It is submitted that this  
vessel will be eligible for  
the record + L.M.C. 12. 91.  
When the vessel has been  
surveyped in dry dock  
and the main and donkey  
bailer safety valves  
have been <sup>adjusted</sup>  
under steam.

C.S.S.

21. 12. 91.



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