

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

WED. 13 JAN 1892

(Received at London Office.....)

No. \_\_\_\_\_ Date of Writing Report 12<sup>th</sup> Jan<sup>y</sup> 18 92 Port of London

No. in Reg. Book 475 Survey held at London Date, first Survey 5<sup>th</sup> Jan<sup>y</sup> Last Survey 8<sup>th</sup> Jan<sup>y</sup> 18 92

on the Machinery of the S/S "Estherbert" Master P. Ling No. of Visits 2

Tonnage Gross 483 Net 394 Vessel built at Belfast By whom Wortman Black & Co When 1881 Boilers, when made (Main) 1881 (Donkey) ✓

Registered Horse Power 75 Engines made at Glasgow Owners Estherbert S.P. Co. (Lim<sup>d</sup>) Port London Voyage ✓

No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery 150A1.5.9

Steam Pressure in Main Boilers 80 lbs (State name of Dock.) Silbury (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B.S. 11.90

in Donkey Boiler ✓ S.S. 96 11-2-89 + LMC 5.89

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 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?

Examined Thrust bearing block, found same had worked loose in its bed. Fitted a cast iron seat under block, reduced thickness of wood between block & seat, also fitted keys at each end of block. Examined H.P. piston junk ring, found same broken in two halves. new junk ring fitted & set.

To complete the boiler survey the safety valves have to be adjusted under steam.

The Owners will advise on Vessel's return - with a view to completing the boiler survey. See letter attached.

## 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 good order & eligible in my opinion to remain as classed & have B.S. 12.91 recorded in the register book. When the main & donkey boilers <sup>safety valves</sup> have been adjusted under steam.

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

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

\*State if Certificate is required

Committee's Minute FRI 15 JAN 1892

Assigned Deferred for Completion



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LON645-0089



It is submitted that this  
result is due to the  
the record 138.12.91 When  
the main and donkey  
hoiler safety valves  
have been adjusted  
C.E.S.  
14.1.92

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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