

52678

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

(Received at London Office.....) **WED. 13 JAN 1892**

No. \_\_\_\_\_ Date of Writing Report \_\_\_\_\_ 18 \_\_\_\_\_ Port of \_\_\_\_\_

No. in Reg. Book. Survey held at London Date, first Survey ✓ Last Survey Jan. 8 1892

43 on the Machinery of the S. S. "Palmyra" Master \_\_\_\_\_ No. of Visits \_\_\_\_\_  
YEAR. MONTH.

Tonnage Gross 922 Vessel built at Newcastle By whom Palmer's Co. When 1866-1  
Net 583

Registered Horse Power 140 Engines made at \_\_\_\_\_ When 1866 Boilers, when made (Main) 1872 (Donkey)

No. of Main Boilers \_\_\_\_\_ Owners J. Fenwick & Son Port London Voyage \_\_\_\_\_

Steam Pressure in Main Boilers 75 lbs ✓ Surveyed Afloat or in Dry Dock London Class of Vessel & Machinery 1-90 A1  
in Donkey Boiler \_\_\_\_\_ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) N.S. 6.89.  
B.S. 9.91  
S.S. 100: No 2.89.

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? \_\_\_\_\_

What pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of Donkey Boiler? \_\_\_\_\_

What pressure were they afterwards adjusted? \_\_\_\_\_

*Vessel placed in dry dock sea counter: rxd. & found to be in good condn: the propeller & its fastenings sound & the tail shaft: a good fit in stem bush.*

General Observations, Opinion, and Recommendation:— *As far as seen this vessel appears eligible to remain as classed.*

(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 X.L.M.C. 1,91, as the case may be.)

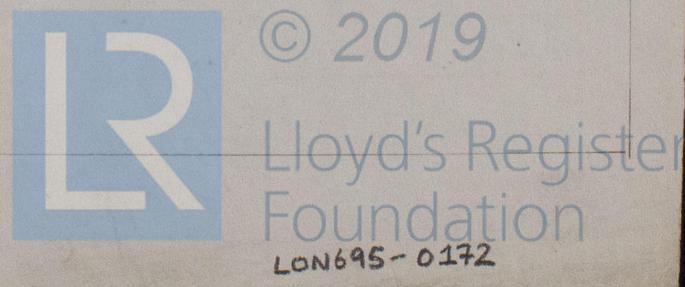
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ ✓ : ✓ :	
Special Damage Fee (per Section 28).....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	
		Received by me,
		18

*Geo. E. Wieremson*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_

Committee's Minute **FRI 5 FEB 1892**

Assigned *As not*



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

