

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

THURS. 4 FEB 1892

(Received at London Office)

No. _____ Date of Writing Report _____ 18. Port of London

No. in Reg. Book. 664 Survey held at London Date, first Survey 19 Jan'y Last Survey 28 Jan'y 1892

on the Machinery of the S. S. Nozul Master _____ No. of Visits 6

Tonnage { Gross 2879 Vessel built at Glasgow By whom Aitken & Mansel When 1887 10

{ Net 1824 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

Registered Horse Power 400 Owners Gellatly, Hankey Sewell & Co Port Rochester Voyage _____

No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Mullwall Dry Dock Class of Vessel & Machinery T100 A1 989

Steam Pressure in Main Boilers 150 (State name of Dock.) _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +L.M.C. 10.87

in Donkey Boiler 80

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Special Survey No 1.

(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? yes

Do. " Donkey " " " " 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? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

At what pressure were they afterwards adjusted under steam? 150

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted? 80

Examined the Leacocks and connections and found them good.

The tailshaft was drawn examined and found good.

Examined tunnel and crank shafting pumps cylinders and slide valves and found them good.

Examined the 2 main double ended boilers, the donkey boiler and all the safety valves and found them good and adjusted the safety valves to their respective working pressures.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in a safe working condition and eligible in my opinion for the record +L.M.C. 1.92.

(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.)

Office or Registration Fee (per Sec. 27)	£	:	
Survey Fee (per Section 28)	£	5:10	-
Special Damage Fee (per Section 28)	£	:	
Travelling Expenses (if chargeable)	£	:	
Fees applied for			
<u>4:21 18 92</u>			
Received by me,			
<u>9 2 18 92</u>			

C. E. Bromeyer,
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

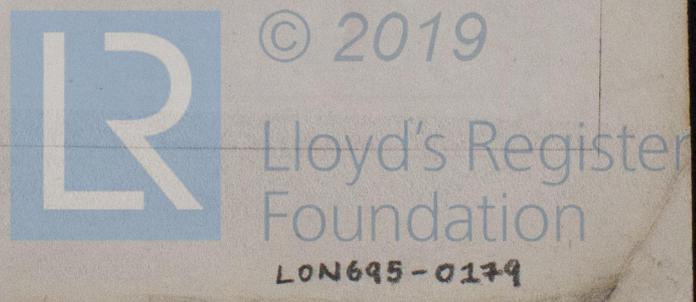
Committee's Minute FRI 5 FEB 1892

Assigned +L.M.C. 1.92

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

L. R. P. H. Form No. 3. Transfer Ink—\$0.00, 18/8/91. The Surveyors are requested not to write on or below the space for Committee's Minute.

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



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.

+LMC1-92

M.A.

4-2-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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