

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

THURS. 4 FEB 1892

(Received at London Office)

No. 664 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 S. S. Nozul No. of Visits 6  
 Tonnage Gross 2879 Net 1824 Vessel built at Glasgow By whom Aitken & Mansel When 1887 10  
 Registered Horse Power 400 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey) 1887  
 No. of Main Boilers 2 Owners Gellatly, Hankey Sewell & Co Port Rochester Voyage  
 Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Mullwall Dry Dock Class of Vessel & Machinery T100 A1 989  
 in Donkey Boiler 80 (State name of Dock.) + L M C 10.87  
 Last Survey No. Port (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

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? yesDo. " Donkey " " " yesIf 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? yesAt what pressure were they afterwards adjusted under steam? 150Did the Surveyor examine the Safety Valves of Donkey Boiler? yesTo what pressure were they afterwards adjusted? 80Examined 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  
 (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. 191, B.&M.S. 191, or L.M.C. 191, as the case may be.)  
in a safe working condition and eligible in our opinion for the  
record + L.M.C. 1.92.

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

4/21 1892

Received by me,

9.2 1892C. E. Bromeyer.

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

\*State if Certificate is required

Committee's Minute FRI 5 FEB 1892Assigned + L M C 1.92

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LON695-0179

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

Certificate to be sent to

L. R. P. H. Form No. 9. Transfer Ink—\$100, 18/8/91

The Surveyor 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.



+LMC1-92

M.A.

4-2-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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