

52729

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

TUES, 16 FEB 1892

(Received at London Office)

No. 118 Date of Writing Report 15<sup>th</sup> Feb 1892 Port of London

No. in Reg. Book 118 Survey held at London Date, first Survey 13<sup>th</sup> Feb 1891 Last Survey 13<sup>th</sup> Feb 1892

on the Machinery of the S.S. Lancashire Master O'Neil No. of Visits 1

Tonnage Gross 4193 Net 2413 Vessel built at Belfast By whom Harland & Wolff (L<sup>o</sup>) When 1889 8

Registered Horse Power 510 Engines made at When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

No. of Main Boilers 3 Owners Pitby S.S. Co. (Lim<sup>d</sup>) Port Liverpool Voyage ✓

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock in Dry Dock Class of Vessel & Machinery L100A1 7.91

in Donkey Boiler ✓ (State name of Dock.) Subsidy (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L100A1 7.91

Last Survey No. Port L100A1 7.91

Particulars of Examination and Repairs (if any) Woudikow

(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?

*Vessel placed in graving dock  
Examined propeller, stem bush, & sea connection fastenings,  
found same in good condition.*

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.)

*Sofar as seen the machinery of this vessel is in good working order & eligible in my opinion to remain as classed*

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)	£	:	18	
				Received by me,

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

\*State if Certificate is required

Committee's Minute As now TUES, 23 FEB 1892

Assigned As now

No. Star, if a subject is also now sent on the ship, or if not subject, and when, one will be sent.

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

\*Certificate to be sent to L. R. P. H. Form No. 9. Transfer Ink - 5,000, 18/8/91 (The Surveys are requested not to write on or below the space for Committee's Minute.)



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