

52729

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

TUES. 16 FEB 1892

No. 118 Date of Writing Report 13<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 Last Survey 13<sup>th</sup> Feb 1892  
on the Machinery of the S.S. Lancashire Master O'Neil No. of Visits 1  
YEAR. MONTH.  
Tonnage Gross 4193 Net 2713 Vessel built at Belfast By whom Harland & Wolff (L<sup>rs</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 Bibby, S.S. Co. (L<sup>td</sup>) Port Liverpool Voyage ✓  
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock ✓ Dry Dock Class of Vessel & Machinery L100A1 7.91  
in Donkey Boiler ✓ (State name of Dock.) Libby (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L100A1 7.91  
Last Survey No. Port

Particulars of Examination and Repairs (if any) Woudikou  
(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)	£	:	Received by me, 18

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

\*State if Certificate is required  
Committee's Minute As now  
Assigned As now

TUES. 23 FEB 1892



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.

W.A.  
17-2-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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