

52737

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

(Received at London Office)

FRI 19 FEB 1892

No. *148* Date of Writing Report *London* 18 *London* Port of *London*

No. in Reg. Book *148* Survey held at *London* Date, first Survey *8 Feby* Last Survey *15 Feby 1892*

on the Machinery of the S. S. El Dorado Master *Donkey* No. of Visits *5*

Tonnage Gross *1291* Net *820* Vessel built at *N. Shields* By whom *T & W. Smith* When *1882* Year *7*

Registered Horse Power *150* Engines made at *Newcastle* When *1882* Boilers, when made (Main) *1882* (Donkey)

No. of Main Boilers *2* Owners *Scrutton Sons & Co* Port *London* Voyage

Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *London Docks* Class of Vessel & Machinery *7100A 1. 6. 91*

in Donkey Boiler *80* (State name of Dock.) *London Docks* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ L.M.C. 1. 91*

Last Survey No. *53020* Port *London* S.S. No. *3-8, 91*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey*

(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?

Examined 2 main boilers their domes and safety valves & found them good.

The donkey boiler was partly examined and repaired.

The main boiler safety valves & were found to blow off at 75 lbs

To complete Survey the donkey boiler and its safety valve will have to be examined and its safety valve adjusted under steam.

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in a safe working condition and eligible in our opinion for the record B.S. 2.92 when the donkey boiler has been surveyed and its safety valves adjusted.*

Office or Registration Fee (per Sec. 27)	£	:		Fees applied for
Survey Fee (per Section 28)	£	1	10	<i>AKA</i>
Special Damage Fee (per Section 28)	£	:		<i>24/2/92</i>
Travelling Expenses (if chargeable)	£	:		Received by me, <i>C. E. Brown</i>
				<i>222 18 91</i>

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

*State if Certificate is required

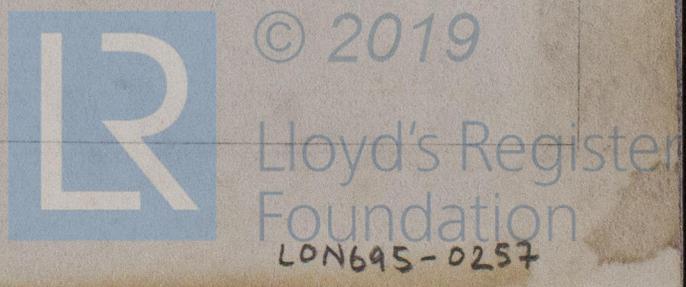
Committee's Minute *TUES. 23 FEB 1892* *FRI 20 MAY 1892*

Assigned *Deferred for*
for complete

No. State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificate to be sent to
16.-L. R. F. H. Form No. 9.—Transfer Ink—5,000, 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.

It is submitted that this vessel will be eligible for the record B.S. 2-92 when the dr. B. boiler and its safety valves have been examined and its safety valves adjusted under steam.

W. A.
22-2-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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