

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

FRI 18 MAR 1892

(Received at London Office)

No. _____ Date of Writing Report 17. 3. 92 18 _____ Port of London

No. in Reg. Book. 49 Survey held at _____ Date, first Survey 16 Feb Last Survey Mar 17 1892

on the Machinery of the S.S. Acacia Master _____ No. of Visits 7

Tonnage { Gross 428 Vessel built at Port Glasgow By whom W. Hamilton & Co When 1879 2

Net 270 Engines made at Glasgow When 1879 Boilers, when made (Main) 1879 (Donkey)

Registered Horse Power 80 Owners Smith & Harrison Port London Voyage _____

No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Nelsons Dock Class of Vessel & Machinery + A1 + 1.570.

Steam Pressure in Main Boilers 70 (State name of Dock.) _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 10.89

in Donkey Boiler 40 lbs. _____ + N.B. 10.89

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Special 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 Seacocks & connections & found them goodExamined the Laidshaft and Thrust and found them good. The Thrust block brasses have been renewed.Examined the Crankshaft pumps, cylinders slides and safety valves and found them good.Main boiler exd. internally & externally. Found in good condn.Safety valves set under stn. to 75 lbs. □Which boiler exd. recomd. strength. rings to be fitted round head holes in shell, this has been done, the boiler tested with hyd. press. to 80 lbs □Safety Valves in good condn. & tested under stn. to 40 lbs □

General Observations, Opinion, and Recommendation:— The machinery being now in

(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.)

good & safe working condn. renders the vessel eligible in our opinion to be

marked with L.M.C. 3.92

Office or Registration Fee (per Sec. 27) £ :

Survey Fee (per Section 28) £ 3 : 10 :

Special Damage Fee (per Section 28) £ :

Travelling Expenses (if chargeable) £ :

State if Certificate is required

Committee's Minute

FRI 1 APL 1892

Assigned

L.M.C. 3.92

Fees applied for

30/3/1892

Received by me,

1892

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



© 2019

Lloyd's Register
Foundation

LON695-0419

It is submitted that
this vessel is eligible for
THE RECORD L.M.C. 3. 92

77A.
30-3-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation