

52917

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

WED. 20 APR 1892

No. 434 Date of Writing Report April 19<sup>th</sup> 1892 Port of London  
No. in Reg. Book 434 Survey held at London Date, first Survey — Last Survey April 9<sup>th</sup> 1891  
on the Machinery of the s/s "Cheshire" Master — No. of Visits 1  
Tonnage Gross 5855 Net 3627 Vessel built at Belfast By whom Harland & Wolff L<sup>r</sup> When 1891 9  
Registered Horse Power 620 Engines made at Do. When 1891 Boilers, when made (Main) 1891 (Donkey) —  
No. of Main Boilers — Owners (Biddy Bros & Co) Port Liverpool Voyage —  
Steam Pressure in Main Boilers 176 If Surveyed Afloat or in Dry Dock Dilbury Class of Vessel & Machinery 400A/1.9.91  
in Donkey Boiler — (State name of Dock.) dry dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 7 June 9.91  
Last Survey No. — Port —

Particulars of Examination and Repairs (if any)  
(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?  
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?  
At what pressure were they afterwards adjusted?

Sea-cock fastenings, propeller and propeller fastenings examined and found in good order.

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. 1,01, B.&M.S. 1,01 or P.L.M.C. 1,01, as the case may be.)  
Insofar as seen the machinery is in good condition and eligible in my opinion to remain as classed in the register book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for 18
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18

\*State if Certificate is required  
Committee's Minute Fri 22 APR 1892  
Assigned As now

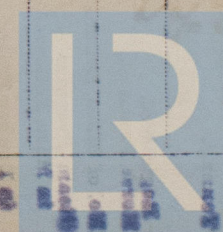


N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

P.A.  
20 4-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation