

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

52949

SAT 30 APL 1892

No. 122 Date of Writing Report April 29<sup>th</sup> 1892 Port of London  
 Survey held at London Date, first Survey April 7<sup>th</sup> Last Survey April 20<sup>th</sup> 1892  
 on the Machinery of the of "Dopack" Master — No. of Visits 3  
 Tonnage Gross 2705 Net 1730 Vessel built at Glasgow By whom D.W. Henderson & Co When 1883 Boilers, when made (Main) 1883 (Donkey)  
 Registered 480 Engines made at do. When 1883 Owners China Mutual S.N. Co Port London Voyage —  
 No. of Main Boilers two If Surveyed Afloat or in Dry Dock afloat in Class of Vessel & Machinery 100 A.1.10-91  
 Steam Pressure in Main Boilers 90<sup>th</sup> (State name of Dock.) West India Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
 in Donkey Boiler 90<sup>th</sup> S.S. No. 4-1-88 13.5-11-91  
 Last Survey No. — Port —

## Particulars of Examination and Repairs (if any) Completion of 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 High Press. Cylinder, H.P. & L.P. slide valves, circulating pump, bilge pumps, condensers, about two dozen tubes renewed. Also crank, thrust & tunnel bearings examined & found in good condition -

This vessel was docked in Shanghai on Sept 16<sup>th</sup> 91 when the tail shaft was drawn & examined, the lignum vitae of stern bush renewed (bottom strips) and the sea-cocks & valves examined - See report No 436 -

## 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.)

of this vessel is in good condition and eligible in my opinion to remain as classed and have + LMC 11-91 recorded in the register book -

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 23)	£	5	10	0
Special Damage Fee (per Section 23)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

\*State if Certificate is required

Committee's Minute TUES. 3 MAY 1892

Assigned + LMC 11-91

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



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LON 696-0068



It is submitted that  
this vessel is eligible for  
THE RECORD + LMC. 11 91

N.A.  
2-5-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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