

52963

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

WED. 4 MAY 1892

No. *31* Date of Writing Report *May 2nd 1892* Port of *London*
Survey held at *London* Date, first Survey *April 28th 1892*
on the Machinery of the *ss "Jainui"* Master *W. Deany & Bros* No. of Visits *1*
Gross Tonnage *5031* Vessel built at *Dumbarton* By whom *do.* When *1884* Boilers, when made (Main) *1884* (Donkey) *—*
Net Tonnage *3231* Engines made at *do.* Owners *Shaw Savill & Albion Co* Port *Glasgow* Voyage *—*
Registered Horse Power *800* If Surveyed Afloat or in Dry Dock *Royal Albert* Class of Vessel & Machinery *100A.1.12-91*
No. of Main Boilers *7* Steam Pressure in Main Boilers *160 lbs* in Donkey Boiler *—* (State name of Dock.) *dry dock*
Last Survey No. *—* Port *—*

Particulars of Examination and Repairs (if any) *Part 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 tail shaft condition satisfactory
Sea-cock fastenings in good order.*

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of the vessel is in good order, and in my opinion the vessel is eligible to remain as classed in the register book.*
(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.E.M.S. 1,91 or L.M.C. 1,91, as the case may be.)

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

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

*State if Certificate is required
Committee's Minute *FRI 6 MAY 1892*
Assi ned *As now*



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

CVP

4 592.

