

52986

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

MON. 9 MAY 1892

No. 318 Date of Writing Report May 6th 1892 Port of London
No. in Reg. Book 318 Survey held at London Date, first Survey April 24 1892 Last Survey April 24 1892
on the Machinery of the Science Master W. Pile No. of Visits 1
Tonnage { Gross 1351 Vessel built at Sunderland by whom W. Pile & Co. When 1868 YEAR. MONTH.
Net 871 Engines made at London When 1871 Boilers, when made (Main) 1887 (Donkey) —
Registered Horse Power 128 Owners Westcott & Lawrence Port London Voyage
No. of Main Boilers — If Surveyed Afloat or in Dry Dock Rail Garden Class of Vessel & Machinery 90 A. 187-91
Steam Pressure 80 lb (State name of Dock.) Dry Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + H. 5-89
in Donkey Boiler — S.S. Msl. No. 3-8, 81 + N.B. 1-87

Last Survey No. 52104 Port London

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?

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?

Sea-cock fastenings, propeller & propeller fastenings examined and found in good condition —

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, R.S. 1, 01, B.M. 1, 01 or H.E.M.C. 1, 01, as the case may be.)

Sofar as seen the machinery of this vessel is in good condition and the vessel is eligible in my opinion to remain as classed in the register book.

Office or Registration Fee (per Sec. 28)	£	:	:	Fee applied for
Survey Fee (per Section 28)	£	:	:	10
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				10

*State if Certificate is required

Committee's Minute TUES. 10 MAY 1892

Assigned As now

made by Ship Survey

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

C.S.P.

9.5.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation