

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

(Received at London Office)

No. 520 Date of Writing Report 14. 5. 92 18 92 Port of London
 No. in Reg. Book 520 Survey held at London Date, first Survey 23rd March Last Survey 13 May 1892
 on the Machinery of the S. S. "Pythope" Master None No. of Visits 5
 YEAR. MONTH.
 Tonnage Gross 712 Net 445 Vessel built at Sold By whom J. Laing When 1860-7
 Registered Horse Power 90 Engines made at Nuc. When 1881 Boilers, when made (Main) 1881 (Donkey) None
 No. of Main Boilers 1 Owners J. Fenwick & Son Port London Voyage None
 Steam Pressure in Main Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Sumitkin d.d. Class of Vessel & Machinery A 1
 in Donkey Boiler None (State name of Dock.) Victoria d.d. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 6.90 B.S. 7.91
 Last Survey No. None Port None S.S. Sht. no 2-90 S.S. No. 3-381 + NE+B 81

Particulars of Examination and Repairs (if any) Annual B.S. & Condition

(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? Yes.

Do. " Donkey " " " None

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? Yes

At what pressure were they afterwards adjusted under steam? 100 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted? ✓

Vessel placed in dry dock, sea combns. exd. & found in good condn.
 Propeller fastenings sound & tail shaft a good fit in Stern bush.

Examined Main Boiler inter^{ly} & externally also its safety valves,
 four stays renewed in combustion chambers. Sati
 Tested main boiler under steam & adjust^d Safety valves to lift at 100 lbs.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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.)

as far as seen is in good working order and in our opinion
 the vessel is eligible to remain as classed and have B.S. 5.92 recorded
 in the register book

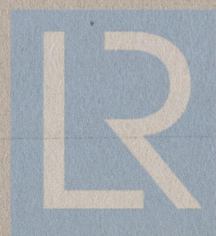
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1	:	19/5/ 1892
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	24/5/ 92

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

*State if Certificate is required.

Committee's Minute FRI 20 MAY 1892

Assigned B.S. 5.92



© 2019

Lloyd's Register
Foundation

LON696-0171

It is submitted that
the amount is negligible for
the purpose of the report
B.S. 592

N.A.

19.5.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation