

53040

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

(Received at London Office) AT. 21 MAY 1892

No. _____ Date of Writing Report 20th May 1892 Port of London
 No. in Reg. Book. 188 Survey held at London Date, first Survey 14th May Last Survey 18th May 1892
on the Machinery of the Ss "Cardiganhire" Master _____ No. of Visits 3
 Tonnage Gross 1486 Net 1023 Vessel built at Newcastle By whom Swan & Hunter When 1883 5
 Registered Horse Power 275 Engines made at S. When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 No. of Main Boilers Two Owners Jenkins & Co^o Port London Voyage China & Japan
 Steam Pressure in Main Boilers 90^{lb} If Surveyed Afloat or in Dry Dock afloat
 in Donkey Boilers 80^{lb} (State name of Dock.) Royal Albert Dock Class of Vessel & Machinery 100 A1
 Last Survey No. _____ Port _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1091
 S.S. Lon N^o 2.91. LMC. 4.91

Particulars of Examination and Repairs (if any) Completion of Annual B.S.
 (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 " " " Yes.

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? Yes

To what pressure were they afterwards adjusted? 80^{lb}

Examined donkey boiler internally & externally also its safety valves. The lower cross tube has been cut out & plate effectually riveted on the side of the firebox where the tube was connected originally. The donkey boiler was lifted and its foundation plate renewed. Satis. The main & donkey boilers tested under steam & their safety valves adjusted to lift at 90^{lb} & 80^{lb} respectively.

General Observations, Opinion, and Recommendation:— The machinery as far as seen is now in safe working condition and in my opinion the vessel is eligible to remain as classed and to have B.S. 5.92. recorded in the register book.

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)	2	0	0	18
Survey Fee (per Section 28)	2	0	0	
Special Damage Fee (per Section 28)	2	0	0	
Travelling Expenses (if chargeable)	2	0	0	
				Received by me, <u>Rod Balfour</u>

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

*State if Certificate is required _____
 Committee's Minute TUES. 24 MAY 1892
 Assi ned B.S. 5.92

The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.

*It is submitted that
this vessel is eligible for
THE RECORD No. 592
CWS.
No. 592.*

THE RECORD No. 592

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019
Lloyd's Register
Foundation