

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

53040

(Received at London Office)

AT 21 MAY 1892

No. *188* Date of Writing Report *20th May* 18*92* 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 *John J. Jones* 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 *2* Owners *Jenkins & Co* 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. *1091* Port *London* *S.S. Lon N° 2.91* *+ L.M.C. 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 effectively riveted on the side of the firebox where the tube was connected originally. The donkey boiler was lifted and its foundation plate renewed. Satisfactory. 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*

(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. 1.01, B.S.M.S. 1.01 or L.M.C. 1.01, as the case may be.)

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.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	10
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	10

*State if Certificate is required

Committee's Minute *TUES. 24 MAY 1892*

Assi ned *B.S. 5.92*

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



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LON 696-0186

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

CWS.

No. 592.

