

53051

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

(Received at London Office)

21 MAY 1892

No. 187 Date of Writing Report 20. 5. 92 18 92 Port of London  
No. in Reg. Book 187 Survey held at London Date, first Survey May 13 Last Survey May 20 1892  
on the Machinery of the S.S. "Agnes" Master                      No. of Visits 4  
Tonnage Gross 938 Net 589 Vessel built at Middlesbrough By whom Bartlett & Dixon When 1870 - 2  
Registered Horse Power 99 Engines made at SKM When 1870 Boilers, when made (Main) 1879 (Donkey) ✓  
No. of Main Boilers 2 Owners L. Rodina & Co Port Danzig Voyage                       
Steam Pressure in Main Boilers 65 lbs. If Surveyed Afloat or in Dry Dock Nelson Class of Vessel & Machinery A1  
in Donkey Boiler None (State name of Dock.)                      (As in Register Book, including dates of M.S. 2.38  
of last Boiler Survey.) B.S. 11.90  
Last Survey No.                      Port                     

## 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?

Vessel placed in dry dock, sea cocks: &c. & found in good condition  
Propeller fastenings sound & tail shaft good fit in stern bush  
Examd: cylinders, slides, air, circlg: feed & bilge pumps &  
Valves all found in good condn. Exhaust, thrust & tunnel  
shaftg: in good condn.  
Main boilers examd: internally & externally: found in good  
condn: Safety Valves in good condn: & tested under steam  
to 65 lbs

No Winch Boiler

## 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, B.S. 1.91, B.S.M.S. 1.91 or M.S.C. 3.91, as the case may be.)

The machinery being now in good & safe working condn: renders the vessel eligible in my opinion to be measured in the Reg. Bk. with M.S. 5.92.

Office or Registration Fee (per Sec. 27) £                       
Survey Fee (per Section 28) £ 3 : 10  
Special Damage Fee (per Section 28) £                       
Travelling Expenses (if chargeable) £                     

Fees applied for

26/5/92

Received by me,

24/5/92

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

Committee's Minute

FRI 27 MAY 1892

Assigned

B & M 85, 92



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LON696-0205

State if a Repair is also now sent on the Ship or if not whether, and when, one will be sent.

Certificates to be sent to

16-LRPH-Form No. 9-Transfer Ink-4/2004 27/9/92

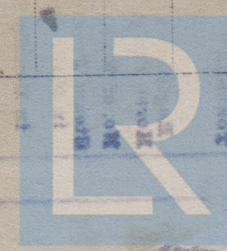
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



*It is submitted that  
this vessel is eligible for  
the Record Book MS. 5-92*  
*N.A.*  
*26-5-92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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