

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

5346

(Received at London Office

T. URS. 5 MAY 1892

No. 255 Date of Making Report 18 Port of London
 No. in Reg. Book 255 Survey held at London Date, first Survey 7 Last Survey 11th April 1892
 on the Machinery of the S. S. Wimbledon Master No. of Visits 1.
 Tonnage { Gross 1474 Vessel built at Stockton By whom Richardson Duck Tbo When 1872 12
 Net 957 Engines made at Stockton When 1872 Boilers, when made (Main) 1883 (Donkey)
 Registered Horse Power 150 Owners Morris & Dixon Port London Voyage
 No. of Main Boilers 75 If Surveyed Afloat or in Dry Dock W. T. Dry Dock Class of Vessel & Machinery +100 A1. 69
 Steam Pressure in Main Boilers 75 (State name of Dock.) W. T. Dry Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 10. 89
 in Donkey Boiler SS Hpl. No. 3-10. 89
 Last Survey No. 26061 Port None

Particulars of Examination and Repairs (if any) Damage
 (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 on board each Main Boiler separately and make a thorough examination at this time? None of the boilers

Do. " Donkey " " " were opened up.

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?

Examined the external fastenings of seams and connections and found them good.

The funnel shafting and bearings were very much worn.

A few slight leaks were visible in boiler shell bottom.

No part of the machinery or boilers was opened out for inspection.

The vessel having been submerged and as there are indications that the engine and boiler seats may have been disturbed, it has been recommended to open test the boiler and open up the engine and boilers. This has not yet been done.

General Observations, Opinion, and Recommendation:— It is submitted that this

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, R.S. 1, 01, B.M.S. 1, 01 or L.M.C. 1, 01, as the case may be.)

vessel is eligible to remain as classed subject to the engines and boilers being surveyed before the vessel leaves this port.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 2 2 : -
 Travelling Expenses (if chargeable) £ : :
 Fees applied for 6/5/1892
 Received by me, C. G. Schomeyer
 7/5/1892

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

*State if Certificate is required.

Committee's Minute

FRI 9 SEP 1892

Assigned



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*Certificate to be sent to

(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.