

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

(Received at London Office) SAT. 18 JUN 1892

No. ~~451~~ Date of Writing Report June 16th 18.92 Port of London

No. in Reg. Book. 451 Survey held at London Date, first Survey June 10th Last Survey June 16th 18.92

on the Machinery of the S.S. "Portolade" Master Mr. Selby No. of Visits 3

Tonnage { Gross 634 Vessel built at Dundee By whom R. Thompson & Co When 1888-8
 Net 385

Registered Horse Power 90 Engines made at do When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

No. of Main Boilers ✓ Owners S. Clarke & Co Port London Voyage Coast-

Steam Pressure in Main Boilers 90 If Surveyed Afloat or in Dry Dock Regents Dry Dock Class of Vessel & Machinery
 in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100A.6.91

Last Survey No. Port +LMC.8.88

Particulars of Examination and Repairs (if any)

Part - P.P. No 1

(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

In anticipation of the special survey No 1 due in August the propeller shaft has been drawn in, examined & found satisfactory. - New lignum vitae strips fitted. -

Examined also sea cocks, sea connections & propeller fastenings. - These are in good condition

To complete the survey the rest of the requirements of the rules should be complied with. - owner advised. -

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. 1,01, B.E.M.S. 1,01 or L.M.C. 1,01, as the case may be.)

as far as seen this vessel's machinery is in good condition, eligible in my opinion to remain as classed. - + LMC with date to be recorded on completion of survey

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18

Received by me,

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

*State if Certificate is required

Committee's Minute TUES. 21 JUN 1892Assigned None

© 2019

Lloyd's Register
Foundation

LON 646-0312

It is submitted that
this vessel is eligible to
remain AS CLASSED.

And that this examination
of the vessel in dry dock
be noted as part of the
Special Survey.

O.S.

18.6.92.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation