

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

53158

(Received at London Office)

SAT 25 JUN 1892

No. *271* Date of Writing Report *24th June 1892* Port of *London*
 No. in Reg. Book. *271* Survey held at *London* Date, first Survey *20th June* Last Survey *22nd June 1892*
 on the Machinery of the *S/S Bargasso* Master *Shihyle* No. of Visits *3*
 YEAR. MONTH.
 Tonnage { Gross *1444* Vessel built at *Glasgow* By whom *J & G Thomson* When *1883* 5-
 Net *927*
 Registered Horse Power *120* Engines made at *D.* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 No. of Main Boilers *one* Owners. *Scutcheon Sons & Co* Port *London* Voyage *West Indies*
 Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *Dry dock* Class of Vessel & Machinery *100 A1*
 in Donkey Boiler *50 lbs* (State name of Dock.) *Green's* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *11.90.*
 Last Survey No. *S.S. Brs N^o 1. 88.* *LMC 3.88.*
BS. 7.90.

Particulars of Examination and Repairs (if any) *Completion of S.S. N^o 2*

(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? *No*
 Do. " Donkey " " " *No*
 If this was not done, state for what reasons? *Not due*
 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? *No*
 At what pressure were they afterwards adjusted under steam? *✓*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*
 To what pressure were they afterwards adjusted *✓*

The vessel was placed in the graving dock
Tail shaft drawn inboard & found in good order
All sea cocks, valves & their fastenings examined & found in good order
Examined propeller. Two new blades have been fitted. Satisfactory
" Stern bush, found same in good order

General Observations, Opinion, and Recommendation:— *The machinery of this*

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

vessel as far as seen is in good working order and in my opinion eligible to remain as classed and have the notification
+ LMC 12.91 recorded in the Register book

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

*State if Certificate is required

Committee's Minute *FRI 1 JUL 1892*

Assigned *+ LMC 12.91*

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



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LON 6916-0356

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

*Certificate to be sent to

16-LRPH—Form No. 9—Transfer Fee—5,000, 27/2/92.
 (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 + L m c. 12 91

Cyph.
29.6.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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