

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

No. \_\_\_\_\_ Date of Writing Report June 27<sup>th</sup> 1892 Port of London (Received at London Office TUES. 28 JUN 1892)

No. in Reg. Book. Survey held at London Date, first Survey \_\_\_\_\_ Last Survey June 24<sup>th</sup> 1892

on the Machinery of the sp "Rook" Master \_\_\_\_\_ No. of Visits 1

Tonnage: Gross 370 Net 186 Vessel built at London By whom R. Thomson When 1890 YEAR. MONTH. 9

Registered Horse Power 10 Engines made at Dundee When 1890 Boilers, when made (Main) 1890 (Donkey) \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Owners R. Thomson Port London Voyage \_\_\_\_\_

Steam Pressure in Main Boilers 160<sup>lbs</sup> If Surveyed Afloat or in Dry Dock Messrs Fletcher's Dry Dock Class of Vessel & Machinery 100A.1.12.9

in Donkey Boiler \_\_\_\_\_ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + R.M.C. 9.90

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

Sea-cock fastenings, propellers and propeller fastenings examined and found in good condition -

General Observations, Opinion, and Recommendation:— So far as seen the machinery is in good condition and the vessel is eligible in my opinion to remain as classed in the register book.

(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 X.L. 1,01, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:		Fees applied for
Survey Fee (per Section 23)	£	:	18	
Special Damage Fee (per Section 28)	£	:		
Travelling Expenses (if chargeable)	£	:		Received by me,
				18

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute TUES. 5 JUL 1892

Assigned As Row.

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 \_\_\_\_\_

14-LRPH-Form No. 9-Transfer Ink-5,000, 27/2/92.  
 (The Surveys are requested not to write on or below the space for Committee's Minute.)

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

This submitted that  
this case is eligible to  
remain AS CLASSED

CDJ  
1.7.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

