

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

(Received at London Office

THURS. 4 AUG 1892

No. _____ Date of Writing Report 3.8.92 18 92 Port of _____
 No. in Reg. Book. 144 Survey held at London Date, first Survey 7 Last Survey Aug. 3 1892
 on the Machinery of the S. S. "Mabel" Master _____ No. of Visits 1
 YEAR. MONTH.
 Tonnage { Gross 390 Vessel built at Leith By whom S. & H. Math When 1889 - 9
 Net 237 Engines made at do When 1889 Boilers, when made (Main) 1889 (Donkey)
 Registered Horse Power 80 Owners J. Burnett & Sons Port London Voyage _____
 No. of Main Boilers _____ If Surveyed Afloat or in Dry Dock _____
 Steam Pressure in Main Boilers 160 lbs. (State name of Dock.) _____
 in Donkey Boiler _____ Class of Vessel & Machinery - 1-100 A12
 (As in Register Book, including dates of - L.M.C. 9.89.
 of last Boiler Survey.)

Last Survey No. 53034 Port Lon

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?

A new Main Steam pipe has now been made with suitable bends as recommended. The pipe tested with hyd. press. to 320 lbs. found to be perfectly tight & sound.

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

having been fitted, it is submitted that the vessel is eligible to remain as classed & is purged from the L.M.C. list

| | | |
|--|-------|------------------|
| Office or Registration Fee (per Sec. 47) | £ : : | Fees applied for |
| Survey Fee (per Section 28) | £ : : | 18 |
| Special Damage Fee (per Section 28) | £ : : | Received by me, |
| Travelling Expenses (if chargeable) | £ : : | 18 |

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

* State if Certificate is required.

Committee's Minute

TUES. 9 AUG 1892

Assigned

As now

Note non-limit



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LON696-0515

*It is suggested that
this vessel is to remain
as is and to have her name
removed from the
linked list. C.H.
5.6.92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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