

# 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. 14 Survey held at London Date, first Survey 7 Last Survey Aug. 3 1891  
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. & A. Math When 1889-9  
 Net 237 Engines made at do When 1889 Boilers, when made (Main) 1889 (Donkey)  
 Registered Horse Power 50 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 1-L.M.C. 9.89. Special Surveys of Ship and 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 & expunged from the S.S. list*

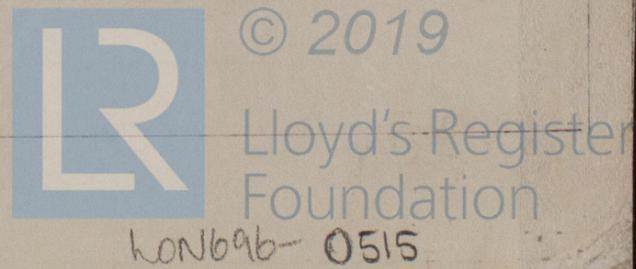
Office or Registration Fee (per Sec. 47)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ : ✓	18
Special Damage Fee (per Section 28)	£ : :	Received by me,
Travelling Expenses (if chargeable)	£ : :	18

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

Committee's Minute \_\_\_\_\_ TUES. 9 AUG 1892

Assigned As now

*Note non-limit*



16—L.R.P.H.—Form No. 9—Transfer Ink—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 these  
remain as  
and to have her name  
removed from the  
linked list. C.H.  
5.8.92*

