

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

(Received at London Office)

FRI 28 AUG 1892

No. 1022 Date of Writing Report 26th Aug^{et} 1892 Port of London
 No. in Reg. Book 1022 Survey held at London "Date, first Survey 25th Aug^{et} 1892 Last Survey 25th Aug^{et} 1892
 on the Machinery of the S/S Avena Master Legner No. of Visits 1
 Tonnage: Gross 747 Net 522 Vessel built at Sunderland By whom Ransom & Co When 1873 YEAR. MONTH. 9
 Registered Horse Power 96 Engines made at Boilers, when made (Main) 1885 (Donkey) 1885
 No. of Main Boilers 1 Owners Rederi Aktief Avena Port Uddewalla Voyage Balti
 Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock (R.M. Thurber) Dry Dock
 in Donkey Boiler ✓ Class of Vessel & Machinery +90 A1
 Last Survey No. 10.91 Port London (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
S.S. Nava N^o 3.70.85. S.S. Lou N^o 1.89. BS. 792. LMC 1289

Particulars of Examination and Repairs (if any) Condition
 (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? ✓

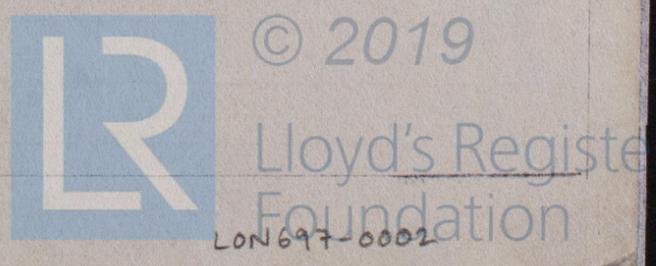
*This vessel was placed in the dry dock
 Propeller, stern bush & sea connection fastenings, examined & found
 in good working order*

General Observations, Opinion, and Recommendation:— The machinery as far as seen is in good working order and in my opinion the vessel is eligible to remain as classed.
 (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, 21, E.M.S. 1, 21 or M.M.C. 1, 21, as the case may be.)

Office of Registration Fee (per Sec. 37)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	16
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute U.S. 30 AUG 1892
 Assigned As now



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...
 The Surveyor are required 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 to
remain in CLASS 1*

N.A

27-8-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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