

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

SAT. 27 AUG 1892

(Received at London Office)

No. 507 Date of Writing Report Aug 26<sup>th</sup> 1892 Port of London  
 No. in Reg. Book 507 Survey held at London Date, first Survey Aug 26<sup>th</sup> 1892 Last Survey Aug 26<sup>th</sup> 1892  
 on the Machinery of the S.S. "Thropshire" Master J. Henry No. of Visits 1  
 YEAR. MONTH.  
 Tonnage { Gross 5660 Vessel built at Belfast By whom Harland & Wolff When 1891-10  
 Net 3633 Engines made at Do When 1891 Boilers, when made (Main) 1891 (Donkey) 1891  
 Registered Horse Power 630 Owners Pibby & Co. Ltd Port Liverpool Voyage Rangoon  
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Liverpool & Co Class of Vessel & Machinery  
 Steam Pressure in Main Boilers 176 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100A1.1.92  
 in Donkey Boiler ✓ +LMC.10.91  
 Last Survey No. Port

## 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?

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?

Examined propeller fastenings & sea connection  
& found them in good condition.

## 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. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, as the case may be.)

As far as seen this vessel's machinery is in good  
condition, eligible in my opinion to remain as  
classed.

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

Assigned

TUES. 30 AUG 1892

As now

Maurice Nelson  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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 LONG 97-0004

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-Lab. 11. 1901. No. 9—Transfer Ink—5000, 27/2/92.  
 (The Surveyor is 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 to  
remain AS CLASSED*

*N.A.*

*27.8.92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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