

53332

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

FRI 28 AUG 1892

No. \_\_\_\_\_ Date of Writing Report 25<sup>th</sup> August 1892 Port of London  
No. in Reg. Book 333 Survey held at London Date, first Survey July 23<sup>rd</sup> Last Survey August 22<sup>nd</sup> 1892  
on the Machinery of the S.S. MARTIN Master J. Nash No. of Visits 3  
Tonnage Gross 844 Net 497 Vessel built at Newcastle By whom C. Mitchell & Co. When 1875 No. of Main Boilers 2  
Engines made at Newcastle When 1875 Boilers, when made (Main) 1891 (Donkey) 1891  
Owners General Steam Nav. Co. Port London Voyage Hamburg  
Steam Pressure in Main Boilers 72 If Surveyed Afloat or in Dry Dock Afloat (in river) Class of Vessel & Machinery 100 A.1.  
in Donkey Boiler 70 (State name of Dock.)  
Last Survey No. 2259 Port Ham S.S. No. 3-188 SS No. 1-91 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
N.B. 11.91.  
L.M.C. 11.91.

## Particulars of Examination and Repairs (if any) Repairs to Donkey Boiler

(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. (not due)  
Do. " Donkey " " " Yes.  
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 Donkey Boiler internally & externally, found the side of the firebox bulged about 4" & drawn over two screwed stays, said to have been caused by priming; this defective part was cut out and a patch 3' 0" x 2' 6" was effectually riveted and four new stays fitted. The Boiler was afterwards tested under steam & found tight.

General Observations, Opinion, and Recommendation:— The Donkey Boiler is now in safe working condition, and in our opinion this vessel is eligible to remain as classed.

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

R. Balfour  
Em. Salmon  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_  
Committee's Minute FRI 2 SEP 1892  
Assigned As now



It is submitted that  
this report is capable of  
being used as evidence

on acct. of damage - the fire box  
of the Donkey Boiler was  
repaired

W.A.

1-9-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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