

53680

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

(Received at London Office THURS. 15 SEP 1892)

No. _____ Date of Writing Report September 14 1892 Port of London
 No. in Reg. Book 107 Survey held at London Date, first Survey Sept 12 Last Survey Sept 13 1892
 on the Machinery of the S.S. Laju Master A. S. Smith No. of Visits 2
 Tonnage { Gross 1910 Vessel built at Sunderland By whom J. Laing When 1881 12
 Net 1246 Engines made at do When 1881 Boilers, when made (Main) 1881 (Donkey) 1881
 Registered Horse Power 200 Owners Mails Steamship Co Port London Voyage Beira
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Surrey Commercial Dry Dock Class of Vessel & Machinery 100. A.1
 Steam Pressure in Main Boilers 80 lbs (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 in Donkey Boiler 60 lbs 12-91
 Last Survey No. 2 Port Hamburg B.S. 12-91
L.M.C. 8-90

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 & sea connections fastenings, all found in good condition.

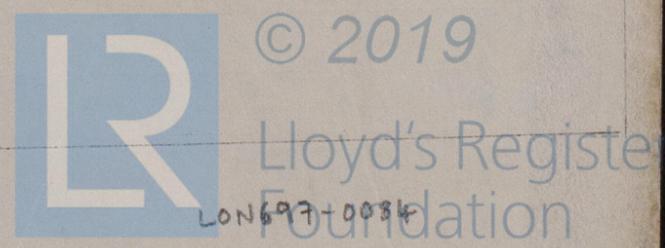
General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen is in good condition and, in my opinion, the vessel is eligible to remain as classed, without fresh record.

(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.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Received by me,
				18

B. Salmon
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____
 Committee's Minute TUES. 20 SEP 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.

Insert Character of Ship and Machinery precisely as in the Register Book.

16-LRPH-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.)

*It is submitted that
these vessels are eligible
remain as (L.A.S.)*

*W.D.
16-9-92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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