

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

(Received at London Office) THURS. 22 SEP 1892

Date of writing Report Sept. 31st 18 92. When handed in at Local Office Sept. 33rd 18 92. Port of Port of London

No. in Reg. Book. 336 Survey held at London Date, First Survey Sept. 30th Last Survey 1892 (No. of Visits one)

336 on the Machinery of the ~~WOOD~~, Iron or ~~Steel~~ S.S. "SCIENCE" Master J. Croxson

Tonnage { Gross 1351 Net 871 Vessel built at Sunderland By whom W. Pile & Co. When 1868 3

Registered Horse Power 158 Engines made at Millwall Dk. E.W. When 1871 Boilers, when made (Main) '87 (Donkey)

No. of Main Boilers two Owners Wm. Westcott & Laurence Port London Voyage ✓

Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Afloat. Millwall Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler ✓

Last Survey No. 52986 Port Lon

Particulars of Examination and Repairs (if any) new crank shaft

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>SA 90 A1</u>		<u>N.B. 1-87</u>
<u>Shaw Dk.</u>		<u>L.M.C.</u>
<u>7.91</u>		<u>5.89</u>
<u>S.S. Mill. No. 3-8.81</u>		
<u>S.S. Shl. No. 2.89</u>		

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? not opened out.

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? ✓

If the Survey is not complete state what arrangements have been made for its completion? ✓

The new crank shaft (of steel & built) referred to in the Malta Report. No. 414 dated Aug. 1892, was fitted at Malta and the results on the same were on examination, found to be as under:-

LLOYDS
1950 B.
J.C.

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. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

vessel is now, as far as can be seen, in good order and is, in our opinion, eligible to remain as classed.

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

* State if Certificate is required

Committee's Minute TUES. 27 SEP 1892

Assigned As now

Geo. P. Wireman
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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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-LAPH-Form No. 4-Transfer Ink-4,000, 7/9/92.

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

It is submitted that
this vessel is eligible to
remain AS CLASSED.

On account of damage, a new
Crank shaft was fitted, when
the vessel was at Malta

N.A.

24-9-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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