

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

(Received at London Office)

Date of writing Report 1<sup>st</sup> Oct 1892 When handed in at Local Office 18 Port of LONDON 4 OCT 1892

No. in Reg. Book. 31 Survey held at LONDON Date, First Survey 7<sup>th</sup> Sept Last Survey 27<sup>th</sup> Sept 1892

on the Machinery of the Wood, Iron or Steel S.S. Lamm Master E. J. Evans

Tonnage { Gross 5031 Net 2221 Vessel built at Dumbarton By whom H. Denny & Bros. When 1884 9

Registered Horse Power 800 Engines made at Dumbarton When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers 2 Owners Shaw Savill & Albion Co. Ltd. Port Glasgow Voyage New Zealand

Steam Pressure—160 lbs in Main Boilers 80 lbs in Donkey Boiler 80 lbs

Surveyed Afloat or in Dry Dock Moat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. N° 2

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

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? Yes.

At what pressure were they afterwards adjusted under steam? 160 lbs

Did the Surveyor examine the Safety Valves of Donkey Boilers? Yes

To what pressure were they afterwards adjusted? 80 lbs

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

The vessel was placed in the dry dock.

The propeller, stern bush, and sea cocks with their respective fastenings were examined and found in good order.

Examined cylinders, pistons, slide valves, steam chests, surface Condenser, Air, Circulating, feed, bilge and donkey engine pumps, with their buckets, valves, and connections - found all in good working order.

Examined crank, thrust and tunnel shafting - found same in good condition.

Examined bilge injection valve, sluice valves on bulkheads, and all bilge suction pipes with their roses, found all in good working order.

Examined main and donkey boilers internally & externally also their safety valves. found three steam space stays much wasted by Corrosion in the donkey boiler (in the forward stokehold) these stays were renewed, Satisfactorily otherwise the boilers were found in good working order.

The main & donkey boilers were tested under steam and their safety valves adjusted to lift at 160 lbs & 80 lbs pres. per sq. inch respectively.

General Observations, Opinion, and Recommendation:— The machinery is now in good working order and in our opinion the vessel is eligible to remain as classed and to have the notification + LMC 9.92 recorded in the Register book

Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for 4/10/92 A.C.A. Im Salmon.

Survey Fee (per Section 28)..... £ 5.10 -

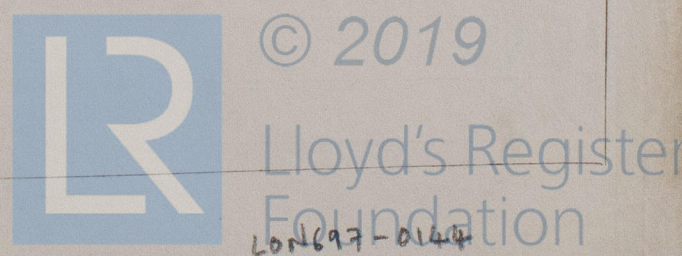
Special Damage Fee (per Section 28)..... £ : : Received by me, Robt Balfour

Travelling Expenses (if chargeable)..... £ : : 19/10/92

\*State if Certificate is required.....

Committee's Minute FPI 7 OCT 1892

Assigned + LMC 9.92



State if a Report is also now sent on the Ship or if not, whether, and when, one will be sent.

The Surveyor is to be sent to

16-1 RP1—Form No. 9—Transfer Ink—3/40, 7/92

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



N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD

+L m c 9.92

Oct

5. 10.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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