

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

(Received at London Office)

Date of writing Report 18 When handed in at Local Office 14/11/1892 Port of London

No. in Reg. Book 280 Survey held at Southwick Date, First Survey 23rd Sept East Survey 9. Nov. 1892 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ Tug (Screw) Hercules Master

Tonnage Gross 55 Net 13 Vessel built at Portsmouth By whom Vosper & Co When 1890 3

Registered Horse Power 37 Engines made at Portsmouth When 1890 Boilers, when made (Main) 1890 (Donkey) none

No. of Main Boilers 1 Owners Courtney & Birket changed to Port Shoreham Voyage

Steam Pressure in Main Boilers 100 If Surveyed Afloat or in Dry Dock Southwick slip (State name of Dock.)

in Donkey Boiler none

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A 1 for tug purposes 7. 90		+ L M.C. 11. 92

Last Survey No. Port

Particulars of Examination and Repairs (if any) Repairs.

(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?

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?

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

Examined the boilers as stated above and tested them by hydraulic pressure to 150 lbs and the new main steam pipe to 200 lbs. The engines have been completely overhauled and subsequently tried under steam at sea.

The cylinders, pistons, slide valves, steam chests, pumps (separate) crank thrust and tunnel stuffing have been examined also the sea connections and outer end of tailshaft.

This survey was held in consequence of the vessel having been submerged.

The new owners are said to be Messrs W. Watkins & Co.

General Observations, Opinion, and Recommendation:— The engines and boilers being (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. 9, 92, B.&M.S. 9, 92, or L.M.C. 9, 92, as the case may be.) now in a safe working condition it is submitted that this vessel is eligible for the record + L.M.C. 11. 92.

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 4 : 4 :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ 3 : 7 : 6

Fees applied for

14/11/1892

Received by me,

6/12/92

Robert Balfour
C.E. Strowger,
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute TUES. 15 NOV 1892

Assigned + L M.C. 11. 92



© 2019

Lloyd's Register
Foundation

N.B.—If this Report is copied by Copying Press, especial 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

+LMC 11-92

W.A.

14-11-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation