

No. 53898

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

FRI 2 DEC 1892

(Received at London Office)

Date of writing Report 30th Nov 1892 When handed in at Local Office 18 Port of London
No. in Reg. Book. 685 Survey held at London Date, First Survey 25th Nov Last Survey 25th Nov 1892
on the Machinery of the Wood, Iron or Steel S. S. "Moguel" Master Johnson
Tonnage Gross 2819 Net 1824 Vessel built at Glasgow By whom Atken & Mausel When 1887 10
Registered Horse Power 400 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey) 1887
No. of Main Boilers 2 Owners Moguel S. S. Co. (Ld) Port Rochester Voyage Perian Gulf
Steam Pressure in Main Boilers 150 lb If Surveyed Afloat or in Dry Dock Atken & Mausel
in Donkey Boiler 80 lb (State name of Dock.) Vic. Pontons

Last Survey No. 100 A1 Port 1.92.

Particulars of Examination and Repairs (if any) Condition

(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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not done

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? No

At what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? Not adjusted

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

This vessel was placed on the Pontons
Propeller, stem bush & Sea Connections fastenings, examined
and found satisfactory

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. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.)

as seen is in good condition, and in my opinion this
vessel is eligible to remain as classed in the Register
book

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

*State if Certificate is required

Committee's Minute

TUES. 6 DEC 1892

Assigned

Robt Ballou
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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LON 697-0397

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

*Certificate to be sent to

16-LRP1—Form No. 2—Transfer Ink—5,000, 7/9/92

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

It is submitted that
this vessel is *not* to be
remain *as* CLASSED.

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.

L. V. 911
2/12/92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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