

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

RECEIVED 8 DEC 1892

Date of writing Report *Dec 7th 92* When handed in at Local Office *London* (Received at London Office *18* *Port of London*)

No. in Reg. Book. *521* Survey held at *London* Date, First Survey *Nov 29* Last Survey *Dec 7 1892*

on the Machinery of the *Wood, Iron or Steel* *S.S. MERJULIO* Master *Edward*

Tonnage { Gross *1522* Net *981* Vessel built at *W. Hartlepool* By whom *Gray & Co.*

Registered Horse Power *130* Engines made at *Stockton* When made (Main) *1884* (Donkey) *1884*

No. of Main Boilers *one* Owners *Dunedin S.S. Co.* Port *Leith* Voyage *—*

Steam Pressure in Main Boilers *55* If Surveyed *Afloat or in Dry Dock* *Survey Commercial Dry Dock*

in Donkey Boiler *—* (State name of Dock.)

Last Survey No. *—* Port *—*

Particulars of Examination and Repairs (if any) *Part No 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.)

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

CHARACTER	Years Assigned how long	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey, Date of last Survey and of Periodical Surveys.		
<i>100 A.1.</i>		<i>L.M.C. 3.88</i>
<i>3.92.</i>		
<i>55.Hpt. No 1. 88</i>		<i>B.S. 5.90.</i>

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?

Already surveyed See Cardiff report No 10068

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?

Completed.

Examined. H.P. Cylinder & piston, slide valves, pumps & condenser. Tunnel & propeller shafts, propeller, stem bush & sea connections. Propeller shaft found to be down about 3/8". New wood was fitted in stem bush & propeller shaft tied up true.

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. 2.02, B.E.M.S. 2.02 or L.M.C. 2.02, as the case may be.)

far as seen in good condition. In my opinion the vessel is eligible to remain as classed & have. L.M.C 3.92 recorded 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

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

*State if Certificate is required

Committee's Minute *TUES. 13 DEC 1892*

Assigned *+ L.M.C 3.92*



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LON697-0424

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

Certificate to be sent to

It is submitted that
this report is eligible for
THE RECORD

+ L m c - 3.92

Clas.

10 12 92

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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