

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

(Received at London Office)

THURS. 8 DEC 1892

Date of writing Report *7th Dec* 18*92* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. *186* Survey held at *London* Date, First Survey *2nd Dec* Last Survey *6th Dec* 18*92*
 on the Machinery of the *Wood, Iron or Steel* *St. "Electra"* Master *A. S. Smith*
 Tonnage Gross *1219* Net *656* Vessel built at *Glasgow* By whom *R. Napier & Sons* When *1885* 1
 Registered Horse Power *200* Engines made at *Glasgow* When *1885* Boilers, when made (Main) *1885* (Donkey) *1885*
 No. of Main Boilers *2* Owners *Western Ind. Co.* Port *London* Voyage *Laid up*
 Steam Pressure in Main Boilers *85 lb* If Surveyed Afloat or in Dry Dock *Afloat*
 in Donkey Boiler *60 lb* (State name of Dock.) *West Ind. D.R.*

Last Survey No. *53194* Port *London*Particulars of Examination and Repairs (if any) *Annual B.S.*

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? *All examined*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? *Yes*Did the Surveyor examine the Safety Valves of the Main Boiler? *Not yet adjusted - See below*At what pressure were they afterwards adjusted under steam? *Yes.*Did the Surveyor examine the Safety Valves of Donkey Boiler? *Not yet adjusted. See below*To what pressure were they afterwards adjusted? *Not completed - The owner's representative*If the Survey is not complete state what arrangements have been made for its completion? *not completed - The owner's representative*

wishes to defer the setting of the Safety Valves under Steam until the vessel is Commissioned; cannot give any definite time at present. Examined the Main and donkey Boilers internally & externally also their Safety Valves - found all in safe working condition.

To complete the Survey, the Main and donkey boiler Safety valves have to be adjusted under Steam.

General Observations, Opinion, and Recommendation:— *The boilers are now in safe*

(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.)

working condition and in my opinion the vessel is eligible to remain as classed and to have B.S. 12.92 recorded in the register book when the main & donkey boiler Safety Valves have been adjusted under steam.

Office or Registration Fee (per Sec. 27) *2*
 Survey Fee (per Section 28) *2*
 Special Damage Fee (per Section 28) *2*
 Travelling Expenses (if chargeable) *2*

Fees applied for

12/12/92

Received by me,

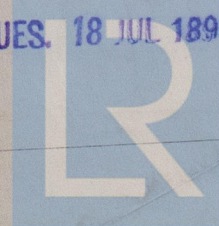
*31/12/92*R. Malfour
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUES. 13 AUG 1893

TUES. 18 JUL 1893

Committee's Minute *TUES. 13 DEC 1892*

FRI 6 JAN 1893

Assigned *Deferred for**Compl. of B.S.*Lloyd's Register
Foundation

LON697-0431