

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

Date of writing Report *Dec 12<sup>th</sup> 1892* When handed in at Local Office *is* *Port of London* (Received at London Office *MON, 12 DEC 1892*)

No. in Reg. Book *134* Survey held at *London* Date, First Survey *Dec 10<sup>th</sup> 1892* Last Survey *Dec 10<sup>th</sup> 1892* (No. of Visits *one*)

on the Machinery of the *Wood, Iron or Steel* *S.S. BASUTO* Master \_\_\_\_\_

Tonnage { Gross *2742* Net *1764* Vessel built at *Sunderland*. By whom *J. Laing* When *1892* YEAR. MONTH. *5*  
Registered Horse Power *300* Engines made at *S.* When *1892* Boilers, when made (Main) *1892* (Donkey) *1892*  
No. of Main Boilers *two* Owners *British Colonial S. N. Co* Port *London* Voyage *South Africa*  
Steam Pressure in Main Boilers *165 lbs* If Surveyed ~~Afloat~~ in Dry Dock *Green's Dry Dock Poplar*  
in Donkey Boiler *100 lbs* (State name of Dock.)

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

CHARACTER	Years Assigned how long expired.	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</i>
<i>5.92.</i>		<i>5.92.</i>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) *Condition.*

(Periodical Surveys, when held, must be reported in detail and seriatim 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? *Survey not due*

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? *-*

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

To what pressure were they afterwards adjusted? *-*

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

*Examined propeller, stern bush, & sea connection's fastenings, found the same to be in good order & condition.*

General Observations, Opinion, and Recommendation:—*This vessel's machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.*

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

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

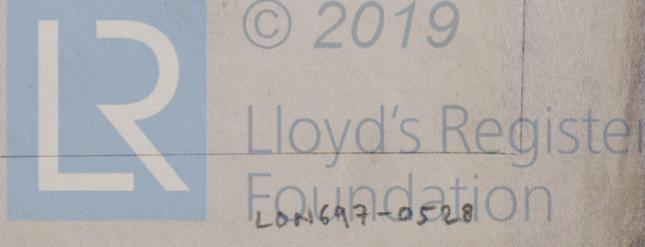
Committee's Minute *FR! 13 JAN 1893*

Assigned *As now*

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

16-LRPH—Form No. 9—Transfer Ink—5,000, 1917.  
The Surveys are required not to write on or below the space for Committee's Minute.

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



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 to  
remain AS CLASSED.*

*N.A.*

*10-1-93*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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