

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

(Received at London Office MON. 20 MAR 1893)

Date of writing Report 20. 3. 93 18 When handed in at Local Office 18 Port of  
No. in Reg. Book. Survey held at Date, First Survey Mar: 14 Last Survey Mar: 18 1893  
57 on the Machinery of the Wood, Iron or Steel S. S. "Vauxhall" Master  
Tonnage Gross 817 Net 528 Vessel built at Newcastle By whom Palmers & Co When 1878 - 4  
Registered Horse Power 99 Engines made at do When 1878 Boilers, when made (Main) 1878 (Donkey)  
No. of Main Boilers Owners The Rini Str. Coll. Co Port London Voyage  
Steam Pressure in Main Boilers 75 lbs. Surveyed Afloat or in Dry Dock Union  
in Donkey Boiler (State name of Dock.)

Last Survey No. Port  
Particulars of Examination and Repairs (if any) Condition  
(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Afloat and How examined.	Machinery and Boiler Surveys (including date of N.B., if any).
- 90 A 1		L.M.C. 5. 90
7. 92		B.S. 12. 92.

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?

Vessel placed in dry dock sea bottom: examd. & found in good condn.  
Propellers disconnected, tail shaft drawn, examd. found to be badly flawed  
between the liners, recommended a new shaft to be fitted which has been  
done, the stern bush renewed, & propellers replaced.

General Observations, Opinion, and Recommendation:— As far as seen this vessel  
(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.)  
appr: eligible to remain as classed.

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

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

Committee's Minute FRI 24 MAR 1893  
Assigned As now



It is submitted that  
this vessel is eligible to  
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.

On account of wear & tear  
a new tail shaft fitted,  
& the stern bush re-worked—  
Ref 22/3/93 —