

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

SAI 3 JUN 1893

(Received at London Office)

Date of writing Report 2nd June 1893 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey and Last Survey 27th May 1893

39th Supplement the Machinery of the Wood, Iron or Steel S.S. "Memnon" (ex Plassey) Master J.A. Pollexfen

Tonnage Gross 3176 Net 2046 Vessel built at Belfast By whom Harland & Wolff When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Registered Horse Power 300 Engines made at Belfast When 1890 Owners African S.S. Co^o Port London Voyage

No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Elba, Dempley & Co (Miss) Elbowy dry dock

Steam Pressure in Main Boilers 180 in Donkey Boiler 70

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

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? Not due for survey

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? Complete.

Vessel placed in dry dock - sea-connections, propeller & its fastenings examined & found in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in safe working order, eligible, in my opinion, 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).....	£	:	:	

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

*State if Certificate is required _____

Committee's Minute TUES. 6 JUN 1893

Assigned As now



Lloyd's Register
Foundation

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.

Prof
16/193-

Владельцы: *Балтийское Паровое и Торговое Общество*

Эксперт: *В. В. В.*

Имя судна: *В. В. В.*

Владельцы: Балтийское Паровое и Торговое Общество
Эксперт: В. В. В.
Имя судна: В. В. В.

Владельцы	<i>Балтийское Паровое и Торговое Общество</i>	Эксперт	<i>В. В. В.</i>
Имя судна	<i>В. В. В.</i>	Имя судна	<i>В. В. В.</i>
Год постройки	<i>1880</i>	Год постройки	<i>1880</i>
Материал корпуса	<i>Железо</i>	Материал корпуса	<i>Железо</i>
Длина	<i>30 м</i>	Длина	<i>30 м</i>
Ширина	<i>6 м</i>	Ширина	<i>6 м</i>
Глубина	<i>3 м</i>	Глубина	<i>3 м</i>
Сила паровой машины	<i>100 л. с.</i>	Сила паровой машины	<i>100 л. с.</i>
Скорость хода	<i>10 узлов</i>	Скорость хода	<i>10 узлов</i>
Объем груза	<i>1000 тонн</i>	Объем груза	<i>1000 тонн</i>
Объем топлива	<i>100 тонн</i>	Объем топлива	<i>100 тонн</i>
Объем воды	<i>100 тонн</i>	Объем воды	<i>100 тонн</i>
Объем воздуха	<i>100 тонн</i>	Объем воздуха	<i>100 тонн</i>
Объем пара	<i>100 тонн</i>	Объем пара	<i>100 тонн</i>
Объем масла	<i>100 тонн</i>	Объем масла	<i>100 тонн</i>
Объем сахара	<i>100 тонн</i>	Объем сахара	<i>100 тонн</i>
Объем кофе	<i>100 тонн</i>	Объем кофе	<i>100 тонн</i>
Объем чая	<i>100 тонн</i>	Объем чая	<i>100 тонн</i>
Объем табака	<i>100 тонн</i>	Объем табака	<i>100 тонн</i>
Объем других товаров	<i>100 тонн</i>	Объем других товаров	<i>100 тонн</i>

Владельцы: Балтийское Паровое и Торговое Общество
Эксперт: В. В. В.
Имя судна: В. В. В.
Год постройки: 1880
Материал корпуса: Железо
Длина: 30 м
Ширина: 6 м
Глубина: 3 м
Сила паровой машины: 100 л. с.
Скорость хода: 10 узлов
Объем груза: 1000 тонн
Объем топлива: 100 тонн
Объем воды: 100 тонн
Объем воздуха: 100 тонн
Объем пара: 100 тонн
Объем масла: 100 тонн
Объем сахара: 100 тонн
Объем кофе: 100 тонн
Объем чая: 100 тонн
Объем табака: 100 тонн
Объем других товаров: 100 тонн



ВЛАДИМИРЪ РОДОНОВЪ