No. 524408

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

(Received at London Office 27 MAY 1893)

Date of writing Report May 26 1893. When handed in at Local Office ..... 18.. Port of London.

Book. Survey held at London. Date, First Survey May 25 Last Survey May 26 1893 (No. of Visits Two.)

96. on the Machinery of the ~~Wood~~, Iron ~~or Steel~~ S.S. "PLOVER". Master Hughes.

Tonnage Gross 908 / Net 561	Vessel built at Sunderland.	By whom Mounsey & Foster. When 1875. (Year) 4. (Month)
Registered Horse Power 110	Engines made at Dundee.	When 1888 Boilers, when made (Main) 1888 (Donkey) 1888
Number of Main Boilers two	Owners General Steam Nav. Co.	Port London. Voyage —
Pressure on Main Boilers 150 lbs.	If Surveyed ~~Afloat or~~ in Dry Dock Canal Dry Dock. Blackwall. (State name of Dock.)	
Donkey Boiler —		

Last Survey No. ..... Port .....

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

Character. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned when expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100. A. 1. 4. 93.		L.M.C. 1. 93
SS. DUN. No. 3. 11. 88		✠ N.B. 11. 88.
SS LON. No. 1. 93.		

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.

In what parts of the Boilers could not be thus thoroughly examined? —

By 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

At 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, all found to be in good condition.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now

(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.)

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 ..... 18..	
Survey Fee (per Section 28)	£ : :		
Special Damage Fee (per Section 28)	£ ✓ :	Received by me, ... 18..	
Travelling Expenses (if chargeable)	£ : :		

*State if Certificate is required

Committee's Minute TUES. 6 JUN 1893

Assigned As now

F. M. Salmond

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

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LON699-0087

It is submitted that this vessel is eligible to remain 48 CLASSED

Ph 5/6/93 –

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