

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

(Received at London Office)

Date of writing Report 18 When handed in at Local Office 18 Port of *London*

No. in Reg. Book. Survey held at *London* Date, First Survey *May 31* Last Survey *June 26* 1893
(No. of Visits *6*)

461 on the Machinery of the *Wood, Iron or Steel* *S. S. "Porslade"* Master

Tonnage Gross *634* Vessel built at *Sold.* By whom *R. Thompson & Sons* When *1888 - 8*
Net *385* Engines made at *do* When *1888* Boilers, when made (Main) *1888* (Donkey)

Registered Horse Power *90* Owners *S. Clarke & Co* Port Voyage

No. of Main Boilers *1* N Surveyed Afloat or in Dry Dock *Regents*

Steam Pressure in Main Boilers *90 lbs.* (State name of Dock.)

in Donkey Boiler *70*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *S. S. no 1*

(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?

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 combs: examd. & found in good condn. the propeller & its fastenings sound & the tail shaft a good fit in stern bush. The H. P. cylr: has now been tried out, new piston fitted, rod tied up in lathe new neck bush &c. Examd. S. P. cylr: slides, air, circulating, feed & bilge pumps & valves, all found in good condn. Exhaust & thrust shaft in good condition.

Main boiler examd: internally & externally found in good condn. Safety valves in good condn. & tested under steam to 90 lbs.

Which boiler & safety valves examd. in good condition. Safety valves in good condn. & set to blow at 70 lbs.

General Observations, Opinion, and Recommendation:— *The machinery being now in good*

(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.)

& safe working condn. renders the vessel eligible in my opinion to be marked with -1- L.M.C. 6. 93

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 3 10
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :

Fees applied for

27/6 18 93

3

Received by me,

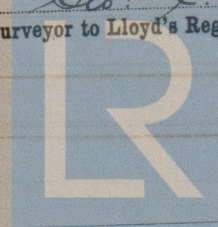
29/6 18 93

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

State if Certificate is required

Committee's Minute

FRI 30 JUN 1893

Assigned *+ L.M.C. 6. 93*

Lloyd's Register
Foundation

LON699-0187

It is submitted that
this vessel is eligible
THE RECORD + LMC 6-93

N.A.
27-6-93



© 2019

Lloyd's Register
Foundation