

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

(Received at London Office THURS. 5 JUL 1893)

Date of writing Report *14th July 93* When handed in at Local Office *Tilbury* 18 *Port of London.*

No. in Reg. Book. *568* Survey held at *Tilbury* Date, First Survey *and* Last Survey *30th June 1893*

on the Machinery of the *Wood, Iron or Steel* *S. S. Mexico (ex "Sobraon")* Master *Taylor* (No. of Boats *1*).

Tonnage Gross *3185* Net *2055* 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* Owners *Elder, Dempster & Co. (Mgrs)* Port *London* Voyage *Baltimore*

No. of Main Boilers *Two* If Surveyed Afloat or in Dry Dock *Tilbury dry dock.* (State name of Dock.)

Steam Pressure in Main Boilers *180* in Donkey Boiler *✓*

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?

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?

Complete. —
While this vessel was in dry dock - the sea-connections, propeller & its fastenings were examined & found in good condition

General Observations, Opinion, and Recommendation: — *As far as seen, the machinery of this vessel is in safe working order, eligible, in my opinion, to remain as classed, without fresh record of survey.*

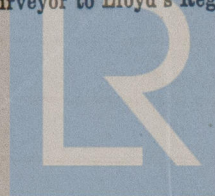
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

*State if Certificate is required

Committee's Minute *TUES. 11 JUL 1893*

Assigned *As now*

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



Lloyd's Register
Foundation

LON699-0220

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.