

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

SAT 8 JUL 1893

(Received at London Office)

Date of writing Report July 7 1893 When handed in at Local Office London Port of London

No. in Reg. Book. 128 Survey held at London Date, First Survey July 1893 and Last Survey July 1893

on the Machinery of the Wood, Iron or Steel S.S. KENT Master Thos. Kent

Tonnage { Gross 2484 Net 1620 Vessel built at Glasgow By whom London & Glasgow When 1883 Boilers, when made (Main) 1883 (Donkey) 1883

Registered Horse Power 300 Engines made at Do. Port London Voyage Montreal

No. of Main Boilers two Owners M. Wigram & Sons (Ld) If Surveyed Afloat or in Dry Dock 2 India Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 80 lbs in Donkey Boiler 60 lbs

Last Survey No. 5440 Port London Completion of B.S.

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
* for Special Survey, Date of last Survey and of Periodical Surveys.	1	(including date of S.B., if any).
* 100 A.1.		* L.M.C.
4 92.		6 91.
55. L.V. 902-91.		

Particulars of Examination and Repairs (if any) of B.S.

(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? No.

Do, " Donkey " " " No.

If this was not done, state for what reasons? Boilers previously examined.

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? 80 lbs per sq"

Did the Surveyor examine the Safety Valves of Donkey Boiler? No.

To what pressure were they afterwards adjusted? 60 lbs per sq"

If the Survey is not complete state what arrangements have been made for its completion? Completed.

Boilers seen under steam & the Safety valves adjusted to their respective working pressures.

General Observations, Opinion, and Recommendation:— This vessels boilers are now in safe working condition & in my opinion the vessel is eligible to remain as classed & have record B.S. 5. 93. in the register book as recommended in London report 54420.

(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.E.M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ 1

Survey Fee (per Section 28) £ 1

Special Damage Fee (per Section 28) £ 0

Travelling Expenses (if chargeable) £ 0

Fees applied for 18

Received by me, 18

\*State if Certificate is required -

Committee's Minute TUES. 11 JUL 1893

Assigned 286, 93

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

Lloyd's Register Foundation  
LON/699-0230

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

\*Certificate to be sent to

14-LRPH-Form No. 9—Transfer Ink—10/000, 20/1/93.  
(The Surveyors are requested not to write on or before the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.



It is submitted that  
this vessel is eligible for  
THE RECORD *BS 6 93*

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 8/7/93*



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.