

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

SAT. 22 JUL 1893

(Received at London Office)

Date of writing Report *July 21* 18*93* When handed in at Local Office *London* is *Port of London*  
 No. in Reg. Book. *281* Survey held at *London* Date, First Survey *July 8* Last Survey *July 20 1893*  
 on the Machinery of the *Wood, Iron or Steel* *SS. SARGASSO* Master *Hinds*  
 Tonnage { Gross *1441* Net *927* Vessel built at *Glasgow* By whom *J. & G. Thomson* When *1883* 5  
 Registered Horse Power *120* Engines made at *Do.* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*  
 No. of Main Boilers *2* Owners *Scrutton Bros & Co.* Port *London* Voyage *West Indies*  
 Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *Brauns Dry Dock & S.W. India Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boiler *-*

Last Survey No. *Port*  
 Particulars of Examination and Repairs (if any) *Condition.*

(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?

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?

*Completed.*  
*Examined propeller, Stern bush & Sea connection's fastenings, Tail shaft drawn in & examined.*

*Sail shaft found to be badly corroded between after liners & the second length of tunnel shafting found to be seriously flawed.*  
*A new Tail shaft & a new length of tunnel shafting were satisfactorily fitted. (Forging reports attached)*

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.)

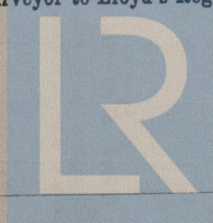
*as far as seen in good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.*

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

\*State if Certificate is required

Committee's Minute *TUES. 25 JUL 1893*

Assigned *As now*



Lloyd's Register  
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LON699-0317

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 tail shaft being found  
corroded & the 2<sup>nd</sup> length of  
hollow shafting being found  
seriously flawed, both these  
have been removed—

Prof 22/7/93—



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