

(Received at London Office

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

<p>CHARACTER. * For Special Survey. Date of last Survey and of Periodical Surveys.</p>	<p>Years Assigned to expire.</p>	<p>Machinery and Boiler Surveys (including date of N.B., if any)</p>
<p>✠ 100 A-1 5-93.</p>		<p>✠ L.M.C 8-92.</p>
<p>SS. LON No 2-92</p>		

(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	"	"	"
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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?

Examined propeller, stern bush & sea connections fastenings; also main & Donkey Boilers internally & externally & safety valves, all found to be in good condition.

The Boilers were afterwards run under steam & the safety valves were adjusted to slip at their respective working pressures.

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

(State clearly what alteration, if any, is suggested to be made in the existing classification, thus, for example, B.S. 9,02, B.&M.S. 9,02 or \times L.M.C. 9,02, as the case may be.)

(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, thus, for example, B.S. 9.92, B.&M.S. 9.92 or ~~X~~L.M.C. 9.92, as the case may be.)

for as seen in good condition & in my opinion the vessel is eligible to remain as classed & have record **B.S. 8.93.** in the Register books.

Office or Registration Fee (<i>per Sec. 27</i>).....	£	:	:
Survey Fee (<i>per Section 28</i>).....	£	2	0 : 0
Special Damage Fee (<i>per Section 28</i>).....	£	:	:
Travelling Expenses (if chargeable).....	£	:	:

Fees applied for

31/8/18 93

Received by me,
2nd/9/18 93

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

* State if Certificate is required

Committee's Minute.....FRI 1 SEP 1893

Assigned

B.S. 93.

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LON699-0487

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.

*It is submitted that
this vessel is eligible for
THE RECORD BS 8 93 -*

31/8/93 -

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS MARGIN.



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