

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

(Received at London Office 6.2.94)

Date of writing Report 5.2.94 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Feb. 2 Last Survey Feb. 3 1894
(No. of Visits 2)

119 on the Machinery of the Wood, Iron or Steel S.S. "Deerhound" Master

Tonnage { Gross 443
Net 271 Vessel built at London By whom Forrest & Son When 1882 - 10

Registered Horse Power 70 Engines made at Gls. When 1882 Boilers, when made (Main) 1882 (Donkey)

No. of Main Boilers 1 Owners Walker, Howard & Co. Port London Voyage

Steam Pressure in Main Boilers 80 lbs. If Surveyed Afloat or in Dry Dock River
(State name of Dock.)

in Donkey Boiler

Last Survey No. 55039 Port M

Particulars of Examination and Repairs (if any)

(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?

Examined temporary false valve of H. P. cylinder. (brass) Face found to be worn from $\frac{5}{8}$ " to $\frac{3}{8}$ " thick. A new H. P. cyl. is in hand but not yet ready. The owners wish the vessel to proceed on a short voy. say for 10 days. when they propose to fit new cyl.

General Observations, Opinion, and Recommendation:— As far as seen this vessel

(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.)

appears eligible to remain as classed subject to a new H. P. cyl. being fitted & the completion of B.S. as per Lon. Rpt. No 55039 attached.

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

Assigned

FRI 9 FEB 1894

TUES 6 MAR 1894

FRI 13 APL 1894

Lloyd's Register Foundation

LON701-0158