

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

No. 55749

(Received at London Office

MON. 5 MAR 1894

Date of writing Report 5. 3. 94 18

When handed in at Local Office

18

Port of

No. in Reg. Book. Survey held at London

Date, First Survey Feb. 22 Last Survey Mar. 3 1894

(No. of Visits 57

YEAR. MONTH.

Tonnage { Gross 351  
Net 182

Vessel built at

By whom Schlessinger Davis & Co When 1891-12

Registered Horse Power 50

Engines made at do

When 1891 Boilers, when made (Main) 1891 (Donkey)

No. of Main Boilers 1

Owners D. C. Thomas & Sons Port London

Voyage

Steam Pressure in Main Boilers 160 lbs  
in Donkey Boiler

Surveyed in Dry Dock Union  
(State name of Dock.)

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how long.	Machinery and Boiler Surveys (including date of N.B., if any).
-1-100 A1 12 93		-1-1.M.C. 12. 91

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(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?

Vessel placed in dry dock. on examination found that the vessel had been run into on the Port side, immediately before the After bulkhead, breaking the bric. pump discharge valve chest, & damaging all the other disch. pipes in connection with the pumps, the Main steam pipe cracked in flange & one of the bricfl. seams in Main boiler leaking. All these pipes together with the valves, both inlet & outlet have now been satisfactorily repaired & refitted after completion of repairs to hull, & the shftg. laid up. The propeller & its fastenings found sound

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

appr: eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ ✓ : ✓  
Special Damage Fee (per Section 28) £ 3 : 3  
Travelling Expenses (if chargeable) £ : :

Fees applied for

10. 3. 18 94

Received by me,

17/4 18 94

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

\*State if Certificate is required

Committee's Minute TUES. 13 MAR 1894

Assigned As now



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Foundation

LON701-0319

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

Form No. 9—Transfer Ink—5,000, 2/10/93.

(The Surveyor is 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 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.

on acct of damage  
a few Moderate repairs were  
effected to the Machinery

N.A.  
16-3-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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