

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

(Received at London Office 14 MAR 94)

Date of writing Report *March 13* 18 *94* When handed in at Local Office *London* is *Port of London*.

No. in Reg. Book. *401* Survey held at *London* Date, First Survey *March 8* Last Survey *March 13 1894*

on the Machinery of the Wood, Iron or Steel *S.S. "ENVOY."* Master *Saylor* (No. of Visits *3*)

Tonnage { Gross *1353* Net *881* Vessel built at *Hull* By whom *Gilbert & Cooper* When *1872* Boilers, when made (Main) *1881* (Donkey) *1881*

Registered Horse Power *130* Engines made at *Hull* Owners *D. S. Bailey* Port *Hull* Voyage *Laid up*

No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Midway Dock* (State name of Dock.)

Steam Pressure in Main Boilers *72 lbs* in Donkey Boiler *45 lbs*

Last Survey No. *B. S.* Port

Particulars of Examination and Repairs (if any)

(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?

Rammed Main & Donkey Boilers internally and externally and Safety valves, all found to be in good condition.

The Safety valves were afterwards adjusted under steam to lift at their respective working pressures.

General Observations, Opinion, and Recommendation:— *This vessels boilers are now in good condition & in my opinion the vessel is eligible to remain as classed with record B.S. 3.94.*

(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. 2.92 or L.M.C. 9.92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *4. 3. 1894*

Survey Fee (per Section 28) £ *2. 0. 0*

Special Damage Fee (per Section 28) £ : :

Travelling Expenses (if chargeable) £ : :

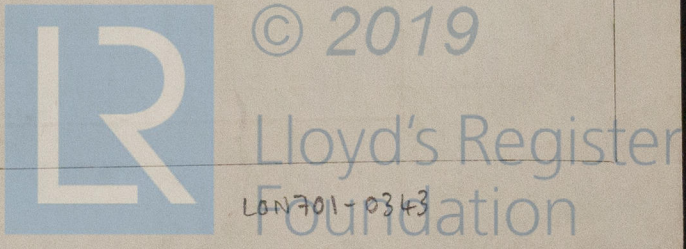
Received by me, *Pm Salmon*

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

*State if Certificate is required

Committee's Minute *FRI 16 MAR 1894*

Assigned *B.S. 3.94*



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
16-11-1893
(The Surveyors are requested not to write on or below 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 B.S. 3 94

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.

M.A.
14-3-94

