

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

(Received at London Office 14 MAR 94)

Date of writing Report *March 13 94* When handed in at Local Office *18* Port of *London*  
No. in Reg. Book. *341* Survey held at *London* Date, First Survey *March 2* Last Survey *March 8 1894*  
*on the Machinery of the Wood, Iron or Steel* *SS "SCIENCE"* (No. of Visits *4*) Master *Guy*  
Tonnage { Gross *1299* Net *810* Vessel built at *Sunderland* By whom *Pile & Co* When *1868* YEAR. MONTH.  
Registered Horse Power *128* Engines made at *London* When *1871* Boilers, when made (Main) *1887* (Donkey) *1893*  
No. of Main Boilers *2* Owners *Westcott & Lawrence* Port *London* Voyage *Black Sea*  
Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Millwall Dock*  
in Donkey Boiler *80 lbs* (State name of Dock.)

Last Survey No. *Port* *Comp: of*  
Particulars of Examination and Repairs (if any) *S.S. No. 3.*

(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?

*The repairs as recommended in the Antwerp report have now been carried out. viz: Patch on No. 1 Main Bearing Brass refastened, L.P. crank pin top brass renewed, & Circulating pump barrel bored out. The H.P. Cylinder has also been bored out & a liner has been fitted reducing the diameter of the Cylinder to 29"*

*The owners were informed that the size of the shafting did not meet with the requirements for the pressures at which the Boilers are now working (Letter to Owners attached) but no steps have yet been taken in the matter & the vessel has now left the port.*

General Observations, Opinion, and Recommendation:— *In my opinion the vessels*  
(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. 9,02, B.&M.S. 9,02 or L.M.C. 9,02, as the case may be.)  
*Class should be withdrawn until the boiler pressure has been reduced.*

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 16 MAR 1894

TUES. 20 MAR 1894

TUES. 27 MAR 1894

FRI 25 MAY 1894

Lloyd's Register Foundation

*Deferred*  
*Write Owners 16.3.94*  
*Write Own 21.3.94*

*M. Salmon*

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