

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

(Received at London Office

SAT. 7 APR 1894

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

No. in Reg. Book. Survey held at London Date, First Survey Mar. 30 Last Survey Apl. 6 1894

119 on the Machinery of the Wood, Iron or Steel S. S. "Deerhound" Master (No. of Visits 5

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

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

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

Steam Pressure in Main Boilers 80 lbs. If Surveyed Afloat or in Dry Dock Allt. Dry

in Donkey Boiler 60

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

Last Survey No. 5728 Port London

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?

New H. P. cylinder now fitted, together with new packing ring, new slide valve & door, Valve spindle fixed up & glands bushed.

New built crank shaft now fitted & shafting lined up

New After column now fitted. Engines satisfactorily tried under steam.

New bottoms now fitted to comb. chambers, & four new steam space stays.

Main safety valves lifted at 80 lbs.

Which boiler examined. Found in good condition. Safety valves in good condition. lifted at 60 lbs. under steam.

Which blr. tested satis. with hyd. press. to 100 lbs.

General Observations, Opinion, and Recommendation:— A new H. P. now being fitted

(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 X.L.M.C. 9,92, as the case may be.)

It is submitted that the vessel's name be expunged from the limited. list.

The boilers being now in good & safe working condition renders the vessel eligible in my opinion to have the notifi. B.S. with fresh date.

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

FRI 13 APR 1894

Assigned

B.S. 12, 93

Note non-limit

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



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Lloyd's Register
Foundation

LON 701-0442

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-IRPH-Form No. 9-Transfer Ink-5,000, 2/10/93.
(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. 12-93

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.

and to have its name removed from the
limited list for the H.P. cylinder—
on account of damage a new H.P. cylinder was
fitted.

On account of the Crank shaft being
flawed. A new one was fitted.

On account of tear & wear
a few moderate repairs were
effected to the main
engine machinery.

N.A.

11-4-94

