

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

(Received at London Office)

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 Oct. 1 Last Survey Oct. 29 1894
 122 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. Deerhound Master G. Smith
 Tonnage { Gross 442 Net 291 Vessel built at London By whom Forrest & Son When 1882 10
 Registered Horse Power 70 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1882
 No. of Main Boilers One Owners Walker, Howard & Co Port London Voyage
 No. of Donkey Boilers One
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Globe Dry Dock (State name of Dock.)
 in Donkey Boilers 70 lbs

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100A 1		FLMC 7, 91
3, 94		BS 12, 93
as per A 2, 91		

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Damage 7 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? Yes

Do. " Donkey " " " " Yes

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

At what pressure were they afterwards adjusted under steam? 80 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 70 lbs.

If the Survey is not complete state what arrangements have been made for its completion?

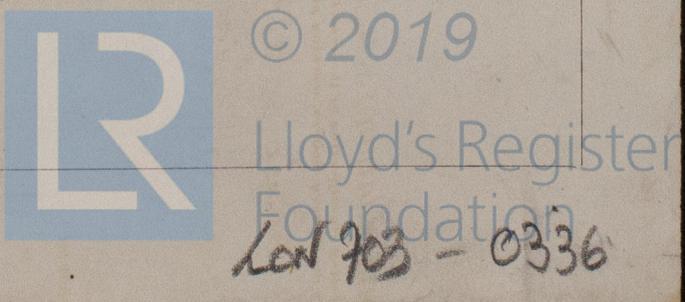
on account of damage, see damage report attached.
 Two Boiler stays to ship side straightened & refitted, one lug on Boiler renewed. Boiler lagging renewed; new end brazed on Main Steam pipe latter tested by hydraulic pressure to 160 lbs; new end burnt on Air pump discharge Valve spindle.
S.S. No 3. Examined Cylinders, pistons, slide valves, Crank Thrust, Tunnel & Tail end shafts (latter drawn in), Sea Connections Main & Donkey Boilers & their safety valves & found same in good condition.
 Examd: Air, circulating, Feed & Bilge pumps & Valves, all found in good condition.

General Observations, Opinion, and Recommendation:— The Machinery & Boilers of this vessel are now in safe working condition & eligible, in our opinion, to remain as classed & to have the record + LMC 10, 94

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 3 10 : .	1 11 18 94
Special Damage Fee (per Section 28)	£ 1 1 : .	Received by me,
Travelling Expenses (if chargeable)	£ : :	7/11/18 94

A. L. Meremson
A. Ruck Keene
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute FRIDAY 2 NOV 1894
 Assigned + LMC 10, 94



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.

On acct of damage
a few moderate repairs were
effected to the Machinery

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.

It is submitted that
this vessel is eligible for
THE RECORD + L.M.C. 10-94

N.A.
1-11-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation