

# 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 271 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 If Surveyed Afloat or in Dry Dock Globe Dry Dock (State name of Dock.)  
 Steam Pressure in Main Boilers 80 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 70 lbs

Last Survey No. Port  
 Particulars of Examination and Repairs (if any) Damage to S.S. No 3

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

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.

Exand: Air, circulating, Feed & Bilge pumps & Valves, all  
 found in good condition.

General Observations, Opinion, and Recommendation:— The Machinery & Boilers

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 4, 01, B.C.M.S. 4, 01 or L.M.C. 4, 01, &c.)  
 of this vessel are now in safe working condition & eligible,  
 in our opinion, to remain as classed & to have the  
 record L.M.C. 10, 94

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

\*State if Certificate is required

Committee's Minute FRIDAY 2 NOV 1894

Assigned + L.M.C. 10, 94

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



© 2019

Lloyd's Register  
 Foundation

Lot 703 - 0336

will be sent.

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.



© 2019

Lloyd's Register  
Foundation