

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

(Received at London Office 7 DEC 1895)

Date of writing Report 17<sup>th</sup> Dec 95 When handed in at Local Office 18 Port of London  
No. in Reg. Book 402 Survey held at London Date, First Survey 14<sup>th</sup> Dec 1895 and Last Survey 14<sup>th</sup> Dec 1895  
on the Machinery of the Wood, Iron or Steel S.S. "Plover" Master W. N. Hughes  
Tonnage { Gross 908 Net 561 Vessel built at Sunderland By whom Mounsey & Foster When 1875 - 4 YEAR. MONTH.  
Registered Horse Power 119 Engines made at Sunder When 1875 Boilers when made (Main) 1888 (Donkey) 1888  
No. of Main Boilers one Owners General Steam Nav Co Port London Voyage Amsterdam  
No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Brewer's Linn Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Steam Pressure 135 lb in Main Boilers 50 lb in Donkey Boilers

Last Survey No. 57137 Port London  
Particulars of Examination and Repairs (if any) Limit

(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? No  
Do. " Donkey " " " No  
If this was not done, state for what reasons? Recently Surveyed  
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? No  
At what pressure were they afterwards adjusted under steam? No  
Did the Surveyor examine the Safety Valves of Donkey Boiler? /  
To what pressure were they afterwards adjusted? No  
Has the propeller shaft been drawn and examined at this time? /  
If the Survey is not complete state what arrangements have been made for its completion? /

A New Manhole door has been fitted to Donkey Boiler.

General Observations, Obinion, and Recommendation: The Engines & Boilers of this vessel, so far as seen, are now in a safe working condition & eligible in my opinion to remain as classed. It is respectfully submitted that this vessel's name be now removed from the limit list.

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. DEC 20 1895  
Assigned As now  
but without limit

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



The top manhole door of the Donkey  
Boiler has now been renewed

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 to  
remain AS CLASSED.

The vessel's name to be removed  
from the Limitation Act.

Fms.  
18/12/95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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