

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

No. *84* Date of Writing Report *13/12/89* 188 Port of *Genoa*
 Reg. Book. Survey held at *Genoa* Date, first Survey *5/12/89* Last Survey *6/12/89* 188
504 on the Machinery of the *S.S. Charles Howard* Master No. of Visits
 Tonnage Gross *1304* Net *849* Vessel built at *Sunderland* By whom *W. Pile* When *1866* MONTH
 Registered Horse Power *120* Engines made at *Frenck* When *1877* Boilers, when made (Main) *1877* (Donkey)
 No. of Main Boilers *2* Owners *A. Stuart* Port *Sunderland* Voyage *Batoum*
 Steam Pressure in Main Boilers *65 lb* If Surveyed Afloat or in Dry Dock *Heating Dock* Class of Vessel & Machinery *90A1*
 in Donkey Boiler (State name of Dock.) (As in Register Book.)

Last Survey No. *11* Port *Trieste*
 Particulars of Examination and Repairs (if any)

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *The boilers were examined by Mr. Marini*
 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?

At the request of the master the Machinery & Boilers were examined by Mr. Schiaffino & Mr. Marini as I could not come at the time. The engine has only one crank & one connecting rod. The H. Cy. is placed above the low press. one. The H. Cylinder & piston were examined as well as the slides & found in good order. The low press. cylinder & piston could not be seen. The pumps were also examined. & the crank shaft & tunnel shafting, all the sea connections, &c. and all found in good working order. The stern bush is rather worn down & it is recommended to renew theignum vitae as soon convenient.

The main & donkey boilers were examined and found in very good condition.

The circulating pump sea valve as well as the donkey sea cock were renewed here.

The ship's bottom was recoated.

General Observations, Opinion, and Recommendation:—*The Machinery & Boilers*
 (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.)

are now in good working order & worthy to remain as classed with the record of 12.89

Office or Registration Fee (per Sec. 27)	£ 10	Fees applied for	<i>L. H. Francis Westerman</i> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28)	£ 5	13/12/1889	
Special Damage Fee (per Section 28)	£ 5		
Certificate (if required) as per margin	£		
Travelling Expenses (if chargeable)	£	received by me, 13/12/1889	

Committee's Minutes TUES 17 DEC 1889 TUES 31 DEC 1889 FRI 20 JUNE 1890 TUE 1 JUL 90

Assigned LMB 12/89 Defered - write Owners

State if a Report is also now sent on the Ship or if not, whether, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—6000, 25/4/88. Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minutes.

It is submitted that this vessel is
eligible to have LMC 12.89 recorded

The Lignum vitae in the
stern bush should be
renewed as soon as
convenient

MSD
16.12.89