

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

52698
TUES. 2 FEB 1892

(Received at London Office.)

No. 366 Date of Writing Report 31. 1. 92 18 92 Port of London
 No. in Reg. Book 366 Survey held at London Date, first Survey Jan. 13 Last Survey Jan. 26 1892
 On the Machinery of the "S. S. Birling" Master No. of Visits 4
 Tonnage Gross 360 Net 195 Vessel built at S. Shlds. By whom J. T. Elvingham When 1872-9
 Registered Horse Power 45 Engines made at H. Shlds When 1872 Boilers, when made (Main) 1880 (Donkey)
 No. of Main Boilers 1 Owners James Bros. & Co. Port London Voyage
 Steam Pressure in Main Boilers 70 lbs. Surveyed Abroad or in Dry Dock Nelson Slip: Class of Vessel & Machinery -1-90A1
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B.S. 12. 91
S.S. Shl. No 2-88

Last Survey No. Port

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?
 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?

Vessel placed on Patent Slip. - Sea combrs: sd. & found in good condition, the propeller & its fastenings sound, & the tail shaft a good fit in Stern bush.

Furnace crowns found to be leaking at back end, where cropped. These furnaces have a welded joint, recommend side of furnace to be cut, the crown plate heated & set back to tube plate & riveted, & a double tube strap with linir fitted to side of furnace. The Starbd. furnace not being so bad the plate was heated, set back & riveted.

The above recommendns. have been satisfactorily carried out

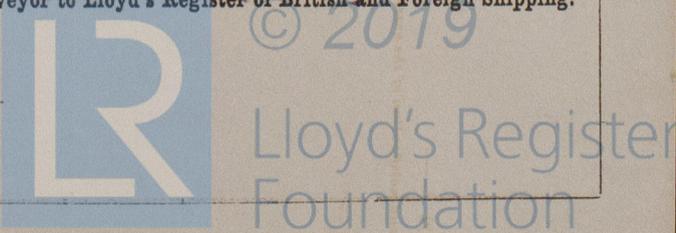
General Observations, Opinion, and Recommendation:—

(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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
appears eligible to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	
Survey Fee (per Section 28)	£	✓	✓		18
Special Damage Fee (per Section 28)	£	:	:		
*Certificate (if required) as per margin	£	:	:		Received by me,
Travelling Expenses (if chargeable)	£	:	:		18

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

Committee's Minute FRI 12 FEB 1892
 Assigned As now



LON695-0201

*Certificate to be sent to
 T. & S. Form No. 9 - Transfer Ink - 6000, 912, 89
 (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
to remain AS CLASSED

N.A.
11-2-92

