

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

(Received at London Office) MON. 10 OCT 1892

Date of writing Report 18... When handed in at Local Office is Port of London.

No. in Reg. Book 266 Survey held at Ipswich Date, First Survey Aug 16th Last Survey Sept 22 1892

Tonnage Gross 116 Net 65 Vessel built at Hull By whom J. Wales When 1883 12

Registered Horse Power 20 Engines made at Hull When 1883 Boilers, when made (Main) 1892 (Donkey) —

No. of Main Boilers 1 Owners J. Crisp. Port Lowestoft. Voyage Coastings.

Steam Pressure in Main Boilers 80 lbs. If Surveyed Afloat or in Dry Dock Afloat in Ipswich Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 51764 Port Lon Particulars of Examination and Repairs (if any) S.S. No 2.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? New boiler now fitted. No donkey boiler.

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? 80 lbs per sq

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? Survey completed. Examined cylinders, pistons, valves, pumps & condenser & bilge connections all found in good condition, examined crank and propeller shafts, found crank, seriously flawed in centre journal, found propeller shaft much corroded & inner rose, a new crank shaft has been fitted & the spare propeller shaft has been fitted in a satisfactory manner; the sea connection fastenings examined, all found in good condition.

The new boiler was tested by hydraulic pressure to 180 lbs per sq and after being fitted on board the boiler was tested under steam & the safety valves adjusted to lift at 80 lbs press per sq (the diameter of the crank shaft not being large enough to allow of a pressure of 90 lbs per sq for which the boiler had been made.)

General Observations, Opinion, and Recommendation:—The machinery of this vessel is now in good condition & in my opinion the vessel is eligible to remain as classed & have L.M.C. 9.92 & N.B. 92 recorded in Register book

Office or Registration Fee (per Sec. 27) Survey Fee (per Section 28) Travelling Expenses (if chargeable) Fees applied for 10/10/1892 Received by me, 12/10/1892

Committee's Minute Assigned + L.M.C. 9.92 + N.B. 92

FRIDAY 14 DEC 1892 TUES. 18 DEC 1892 Lloyd's Register Foundation

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

Insert Character of Ship and Machinery precisely as in the Register Book.

*It is submitted that
this vessel is eligible for
THE RECORD.*

+L.M.C. 9-92 and +N.B. 92

On account of tear and wear
New Crank & propeller shaft and
Main boiler were renewed

W.A.

10-10-92

