

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

(Received at London Office THUR, 13 OCT 1898)

Date of writing Report 8th Oct 1898 When handed in at Local Office 9. 10. 1898 Port of Newcastle
 No. in Reg. Book 30 Survey held at N Shields Date, First Survey 3rd Sept Last Survey 3rd Oct 1898
on the Machinery of the Wood, Iron or Steel 11. BANU. STANDARD Master
 Tonnage Gross 5702 Net 2875 Vessel built at Newcastle By whom Sir J. Armstrong & Co. Ltd When 43 YEAR. MONTH.
 Registered Horse Power 233 Engines made at Newcastle When 43 Boilers, when made (Main) 43 (Donkey) 53
 No. of Main Boilers 2 Owners A Stuart & Gordon Port London Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Smiths Dock
 Steam Pressure in Main Boilers 160 (State name of Dock.)
 in Donkey Boilers 110

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Completion of B.S. + 100 A. 1. 10-98 + LMC 3-97
 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? No
 Do. " Donkey " " " No
 If this was not done, state for what reasons? Not done
 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? ✓ To 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 under steam? 100 lb.
 Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? -
 State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 3/4"
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? complete

The propeller & sea fastenings examined & found satisfactory
The Donkey Boiler & its safety valves tested under steam as above.
2 new feed pump valves have at this time been fitted.

General Observations, Opinion, and Recommendation:—
 (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. 9, 97, B.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)
The Machinery is eligible in my opinion to remain as classed & to have fresh record of B.S. 6-98. (See New report No 36496) with retention of name from Special Reasons list.

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|--|---|--|--|--------------------|
| Office or Registration Fee (per Sec. 27) | £ | | | Fees applied for |
| Survey Fee per Section 28 | £ | | | 18 |
| Special Damage Fee (per Section 28) | £ | | | |
| Travelling Expenses (if chargeable) | £ | | | |
| | | | | Received by me, 18 |

State if Certificate is required
 Committee's Minute
 Assigned B.S. 6, 98

L.M.B. Dyer
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRI, 14 OCT 1898

M.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. 13.6.1918

[Handwritten signature]
13.6.1918



OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.