

No. 19953

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

(Received at London Office)

TUES. 12 DEC 1899

of writing Report	Decr. 11, 1899	When handed in at Local Office	Decr. 11, 1899	Port of Sunderland
in week.	Survey held at Sunderland.		Date, First Survey	27 <sup>th</sup> Nov. Last Survey
on the Machinery of the Wood, Iron or Steel	3/3		3/3	Decr. 5 <sup>th</sup> 1899 (No. of Vessels 11)
Gross 3708	Net 2375	Power 243	Main Boilers 2	Master H. F. Fawkes
Donkey Boilers 1	Pressure 160	ain Boilers	Donkey Boilers 108	YEAR. MONTH.
Vessel built at Newcastle.	By whom Armstrong Mitchell & Co. When 1893 2.			
Engines made at do.	When 93 Boilers, when made (Main) 93 (Donkey) 93			
Owners European Petroleum Co. Ltd Port London.	Voyage Return			
If Surveyed Afloat or in Dry Dock	(State name of Dock.) R.W.C.			

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

CHARACTER for special Survey, Date of last Survey and of Periodical Surveys.	Local Agent or Manager.	Machinery and Boiler Surveys (including date of N.S., if any).
+100 At.	1 L.M.C. 990 5.53 hl. 9 <sup>1</sup> /2 - 94.	13d. 5/99.

Survey No. Port

## Particulars of Examination and Repairs (if any) Docking

Local Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 to being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey "

yes.

was not done, state for what reasons? 28.5.99

what parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

yes.

To what pressure were they afterwards adjusted under steam?

propeller shaft been drawn and examined at this time?

no

If spare propeller shaft fitted, state whether now?

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 18.

Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Vessel placed in dry dock examined fastenings  
sea cocks and valves, propeller, stern bush found  
satisfactory

In account of the furnaces of the donkey boiler having collapsed, evidently due to shortness of water they have been cut out and two plain, welded furnaces (9/16) fitted. The boiler was examined after the furnaces were out & showed no other signs of distress. It was subsequently tested by hydraulic to 150 lbs & found sound & tight.

## General Observations, Opinion, and Recommendation: In my opinion this vessel

(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.N. 0.97, B.M.S. 0.97 or Q.L.M.C. 0.97, 140 lbs. P.D., &c.)

s eligible to remain as classed without fresh reclassification.

or Registration Fee (per Sec. 27)	£ 1	Fee applied for
Survey Fee (per Section 28)	£ 1	10
General Damage Fee (per Section 28)	£ 1	
Selling Expenses (if chargeable)	£ 1	
		Received by me,
		10

J. S. Findlay  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

if Certificate is required

Committee's Minute FRI. 15 DEC 1899

Signed as now



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Lloyd's Register  
Foundation

Damien Plaies turnees pitch  
and anchor bolts

It is submitted that  
this vessel is eligible to  
remain as  
CLASSED.

CAB  
12/12/99

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