

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

(Received at London Office

MUN. 18 SEP 1905

Date of writing Report 2<sup>nd</sup> September 1905 When handed in at Local Office 2<sup>nd</sup> September 1905 Port of Barrow.

No. in Survey held at Manxport Date, First Survey 20<sup>th</sup> August Last Survey 1905

on the Machinery of the Wood, Iron or Steel S.S. "Africa" Master not appointed

Gross Vessel built at Manxport By whom W<sup>m</sup> Walker When 1905 9

Engines made at Glasgow By whom J. Hutson & Sons When

Boilers, when made (Main) (Donkey)

Owners Aden Steamship Co. Limited Port London Voyage Glasgow for Machy.

If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

also whether any damage report was made, and, if so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

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?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has the propeller shaft been drawn and examined at this time? If spare propeller shaft fitted, state whether new?

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

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

Before launching screw shaft, sea connections and fastenings of same examined and found good.  
After launching the vessel proceeded to Glasgow in tow to have her machinery fitted on board.

## 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. 9,00, R.& M.S. 9,00, or L.M.C. 9,00, 140 lb., F.D., &c.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for  
Survey Fee (per Section 28) £ : : 19  
Special Damage or Repair Fee (if any) £ : :  
(per Section 28).  
Travelling Expenses (if chargeable) £ 1 : 0 : 6 Received by me, 20/10/05  
Do be collected in Glasgow.  
A. Allen.  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute

Assigned

TUES. 24 OCT 1905

002410-002411-0042

Lloyd's Register Foundation

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

\* Certificate to be sent to