

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

Date of writing Report *May 29th 1895* When handed in at Local Office *May 29th 1895* Port of *Aberdeen*
No. in Reg. Book. *50* Survey held at *Aberdeen* Date, First Survey *May 9th 1895* Last Survey *May 22 1895*
on the Machinery of the Wood, Iron or Steel *S.S. "James Hall"* Master *A. H. Donald*
Tonnage { Gross *360* Net *194* Vessel built at *Aberdeen* By whom *Hall Russell & Co* When *1870* - *4*
Registered Horse Power *65* Engines made at *"* When *1870* Boilers, when made (Main) *1892* (Donkey) *1892*
No. of Main Boilers *one* Owners *Aberdeen Lark & Moray* Port *Aberdeen* Voyage *Coast*
No. of Donkey Boilers *one* If Surveyed Afloat or in Dry Dock *Aberdeen & Co* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers *70 lbs* in Donkey Boilers *70 lbs*

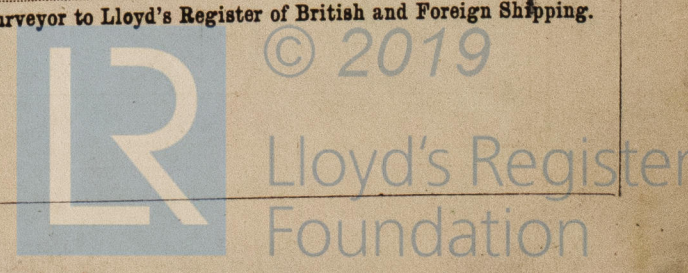
Last Survey No. *"* Port *"*
Particulars of Examination and Repairs (if any) *S.S. No 3*
(Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent 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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*
Do. " Donkey " " " *Yes*
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? *Yes*
Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*
At what pressure were they afterwards adjusted under steam? *70 lbs per sq. inch*
Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
To what pressure were they afterwards adjusted? *70 " " " "*
If the Survey is not complete state what arrangements have been made for its completion? *Complete*

This vessel placed in dry dock & the tail shaft drawn & examined & the sea cocks removed ground in & replaced - The tail shaft is slightly corroded but is still up to the rule size - All cylinders, pistons, slide valves, shafting & pumps opened out & examined & found in order - The condenser doors removed & the tube ends found good - The main & donkey boilers & their safety valves examined & found in efficient condition - all safety valves afterwards adjusted under steam as stated above -

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. 104, B.A.N.S. 104 or L.M.C. 104, 110 lb., F.D., &c.)
This vessel's machinery is in good condition, eligible in my opinion to remain as classified with fresh notation of L.M.C. 5-95 in the Register Book -

Office or Registration Fee (per Sec. 27) *£ 3-10* less 10% *£ 3-3-0* Fees applied for *May 28th 1895*
Survey Fee (per Section 28) *£ 3-3-0*
Special Damage Fee (per Section 28) *£ :*
Travelling Expenses (if chargeable) *£ :*
Received by me *Maurice Nelson*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
*State if Certificate is required
Committee's Minute *FRI 31 MAY 1895*
Assigned *L.M.C. 5-95*



4957 HB

It is submitted that
this vessel is eligible for
THE RECORD L.M.C. 5-95

W.D.

30-5-95

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Lloyd's Register
Foundation

S. S. James Hall

in three sections on each side of the ship & the thicknesses found to be as per sketch:-

The masts spars rigging and general equipment examined the mast wedges being removed for that purpose.

The ~~setts~~ examined and repaired where necessary.

The chain cables ranged for inspection and found to be 80 fms long & $1\frac{1}{8}$ " dia. - The steering gear & windlass are in good order. - The requirements of Circular No 880 complied with. -

Repairs due to wear & tear. - Several frames & rivet bars in each hold on each side where cracked have been strengthened by fitting boom pins or straps to them - a portion of the bridge deck & poop deck repaired - The forecstle deck caulked -



Maurice Ribson
George L. Birnall