

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

THUR, FEB 20 1896

(Received at London Office)

Date of writing Report *Feb 17<sup>th</sup>* 1896 When handed in at Local Office *Feb 19<sup>th</sup>* 1896 Port of *Aberdeen*

No. in Reg. Book. *52* Survey held at *Aberdeen* Date, First Survey *Jan 25<sup>th</sup>* Last Survey *Feb 2<sup>nd</sup> 1896*

on the Machinery of the *Wood, Iron or Steel* *S.S. James Hall* Master *A. J. Ford*

Tonnage { Gross *366* 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 *Adm. Leith & Torry Frith* Port *Aberdeen* Voyage *Coasting*

No. of Donkey Boilers *one* Steam Pressure— in Main Boilers *40 lbs* If Surveyed Afloat or in Dry Dock (State name of Dock.) in Donkey Boilers *10 lbs*

Last Survey No. *4987* Port *Aberdeen*

Particulars of Examination and Repairs (if any) *Fore-crankshaft + 90A.5.95 + LMC.5.95 + NB.12.95*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to next survey.	Machinery and Boiler Surveys (including date of N.B., if any).

(Periodical Surveys, when held, must be reported in detail and seriatim 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?
- 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?
- 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?
- Has the propeller shaft been drawn and examined at this time?
- If the Survey is not complete state what arrangements have been made for its completion?

*Not due for examination*

*This vessel broke the fore end of her crankshaft on the 23<sup>rd</sup> ult. whilst on her way from Leith here - The old crankshaft cut in halves & a new fore end fitted, a coupling keyed on to the fore end of the old portion of the shaft -*

## General Observations, Opinion, and Recommendation:—

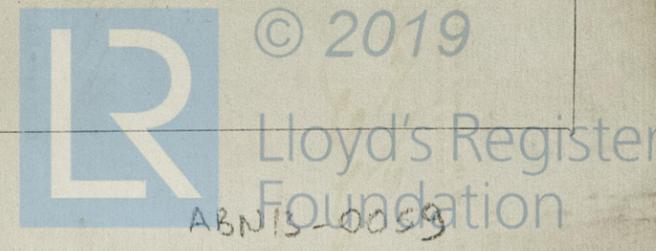
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 0,95, B.&M.S. 0,95 or L.M.C. 0,95, F.D., &c.)  
*This vessel's machinery appears to be in good condition, eligible in my opinion to remain as classed—*

	Fees applied for
Office or Registration Fee (per Sec. 27)	£ 18
Survey Fee (per Section 28)	£ none
Special Damage Fee (per Section 28)	£ 1 18
Travelling Expenses (if chargeable)	£

*Thomas Gibson*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required  
Committee's Minute *As above*  
Assigned

FRI, FEB 21 1896



16.-17/9/95.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

The grandshaft partly damaged. (Cause not stated)

N.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.

5140.ahr.

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

Ind.  
20.2.96



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.