

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

(Received at London Office

TUES. 9 NOV 1897

Date of writing Report *Nov 8<sup>th</sup>* 18.97 When handed in at Local Office *Nov 8<sup>th</sup>* 18.97 Port of *Aberdeen*  
No. in Reg. Book. *194* Survey held at *Aberdeen* Date, First Survey *Nov 2<sup>nd</sup>* Last Survey *Nov 6<sup>th</sup>* 18.97  
*194* on the Machinery of the *Wood, Iron or Steel* *S.S. Sam Handford* Master *Mr. Gregor-97-97*  
Tonnage { Gross *1832* Net *1166* Vessel built at *Middlesbro* By whom *P. Haggis & Sons* When *1890-8*  
Registered { Horse Power *174* Engines made at *do* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*  
No. of Main Boilers *2* Owners *Constantine Piddering & Co* Port *Middlesbro* Voyage *Middlesbro*  
No. of Donkey Boilers *3* Steam Pressure—*160 lbs* If Surveyed Afloat or in Dry Dock *Afloat*  
in Main Boilers *160 lbs* in Donkey Boilers *60 "* (State name of Dock.)

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 now retired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>Condition, B.S. and Steam engine of Tail shaft— +100A. 7.94 Pl. running well with fuelboard N.B. Off 201-94</i>		<i>+LMC. 11.94 B.S.P. 96</i>

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Condition, B.S. and  
Steam engine  
of Tail shaft—*

(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?

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? *160 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? *not adjusted - no steam on them*

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? *76 "*

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

*Middlesbro. - The tail shaft drawn & examined. It is slightly pitted but is otherwise good. - The sea connections found to be satisfactory. - The main and donkey boilers & their safety valves examined. - The main boiler safety valves adjusted under steam. -*

*On account of wear & tear, a few renewed stays have been renewed in each main boiler & a few rivets renewed in the bottom seam of the furnace of the star<sup>d</sup> donkey boiler. -*

*In consequence of there being no steam on the donkey boilers the valves could not be adjusted. - This is to be done on the vessel's arrival at Middlesbro. - The surveyors there have been advised of this. -*

## 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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

*This vessel's machinery appears to be in good condition, eligible in my opinion to remain as claimed & to have the notation of B.S. 11.97 on completion of the survey. -*

Office or Registration Fee (per Sec. 27) £ *2 10*  
Survey Fee (per Section 28) £ *2 5*  
Special Damage Fee (per Section 28) £ *2 5*  
Travelling Expenses (if chargeable) £

Fees applied for  
*Nov 6<sup>th</sup>* 18.97  
Received by me,  
*8 Nov 1897*

*Maurice Pihon*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute

FRI. 12 NOV 1897

Assigned

*B.S. 11.97  
See Mdb. no. 2192*



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B.L. due 1897 to be completed at *Triddeburgh*

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.

Ship's shift examined 5647 Alon.

Shift up again to Briler

It is submitted that this vessel WILL BE eligible for the record.

B.L. 11, 97 when the

Spiky Briler safely values

have been adjusted under

steam.

*RS*  
9/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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