

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

No. 4077

Date of writing Report *16th Feb 97* is *97* When handed in at Local Office *Port of Falmouth* (Received at London Office *1UES MAR 2 1897*)

No. in Reg. Book *538* Survey held at *Penzance & Redruth* Date, First Survey *11th Nov 1896* Last Survey *6th February 1897*
on the Machinery of the Wood, Iron or Steel *L. S. "Sheleigh"* Master *H. Cornett*

Tonnage { Gross *347* Net *172* Vessel built at *L. Shields* By whom *J. P. Remoldron & Sons* When *1894* Boilers, when made (Main) *1894* (Donkey) *none*
 Registered Horse Power *45* Engines made at *L. Shields* Owners *Bain Sons & Co* Port *Penzance* Voyage *Coasting*

No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat and in Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *100 lbs* (State name of Dock.) *Penzance Dry Dock*

Particulars of Examination and Repairs (if any) *Damage caused through straining*
 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 sides being detailed in the body of the report, should be separated from Repairs due to other causes; and dates and initials of any letters respecting this case.

| CHARACTER for Special Survey. Date of Last Survey and of Periodical Surveys. | Years Assigned now or expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--------------------------------|--|
| <i>+ 100 A 1</i> | <i>5, 96</i> | <i>+ LMC 1, 94</i> |

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*
 Do. " Donkey " " " *none fitted*
 this was not done, state for what reasons?
 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?
 the Surveyor examine the Safety Valves of the Main Boiler?
 what pressure were they afterwards adjusted under steam? *Yes 100 lbs*
 the Surveyor examine the Safety Valves of Donkey Boiler?
 what pressure were they afterwards adjusted?

the Survey is not complete state what arrangements have been made for its completion? *The Owner has promised to have the Boilers lagged when opportunity offers, now done, The main boiler put back in place and the started lagging taken off the boiler, the Starboard securing stay taken off and straightened and replaced, the damaged end of main steam pipe cut off and a new flange fitted and tested to 200 lbs per inch showing no signs of weakness or bad workmanship, a new four bladed Propeller fitted, Tail shaft put in lathe and found perfectly straight the brass sleeves on same made parallel, White metal at bottom thrust block renewed, The Engines opened out and found in good working condition, a new Stern Tube and Stern Bush made and fitted, a new E. R. Block also new Steam and Vacuum gauges has been supplied, The Stern Flange was bored, The Bilge injection pipe and Bilge Suction Pipes straightened and repaired with part new.*

Copy of Damage Survey attached, Examination of Engines and Boilers in accordance with the requirements of the Rule for Special Survey No 1 for Iron Ships P.T.O. General Observations, Opinion, and Recommendation:— The Engines and Boiler as far as seen are in a good and efficient condition and are in my opinion eligible to remain as classed with the notation of + LMC 2-97 made in the Register Book.

| Registration Fee (per Sec. 27) | £ | : | : | Fees applied for |
|-------------------------------------|---|---|----|------------------|
| Fee (per Section 28) | £ | 2 | 10 | 0 |
| Damage Fee (per Section 28) | £ | 2 | 2 | 0 |
| Accounting Expenses (if chargeable) | £ | 4 | 3 | 0 |
| | | | | <i>23-2-1897</i> |
| | | | | <i>29-8-6</i> |
| | | | | Received by me, |
| | | | | <i>24-2-1897</i> |

R. H. Cooper
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Certificate is required *Yes* MACHINERY WRITTEN. *FRI. MAR 5 1897* *1UES 18 MAY 1897*
 Committee's Minute *+ LMC 2, 97*
 Signed *+ LMC 2, 97*



Propeller white metal in throat block renewed
Main steam pipe repaired - due to damage
Also moderate repairs to Engine & boiler
due to wear & tear.

N.B. - If this Report is copied by Copying Press, special 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.

Cylinders, Pistons, and Slide Valves good,
New Packing Rings fitted to the H. P. Piston, and the ridge
chipped off the top of H. P. Cylinder, a new key fitted to the
H. P. and L. P. Slide Valve Rods,
The Air, Circulating, Feed, Bilge, and Donkey Pumps good,
The Plungers of the Feed, and Bilge Pumps have been made
parallel, new neckrings fitted, and glands rebushed,
new suction, and delivery valves fitted to the Feed Pump,
seating of Donkey Check Valve made true, and a new valve
fitted, new Top Braces fitted to the top ends of both H. P. and L. P.
Connecting Rods, new pins fitted to the Slide Valve gear of the
Feed Donkey.
Crank, Main, and Thrust Bearings, and Shafting good,
Tail Shaft down, Propeller, and Stem Bush good,
Surface Condenser opened out good,
Under water fittings and fastenings good
Reversing Gear good
All the Cocks and Valves on the Engines and Boilers have been
opened out and examined good,
Auxiliary Machinery examined and tried under steam work
satisfactory, Slide Valve on Forward Machinery wellhead
good, Roses for under water fittings and Bilge Suctions good,
Main Engines tried under steam work Satisfactory
Main Boiler examined externally and internally, the Stays,
Stay Tubes, Tubes, Dome, G. Chamber, Furnaces, Shell and End
Plates good, found the Shell Plate at bottom in way of Drain
Cock wasted, the Cock taken off and a plate fitted on the
inside and out and secured by four $\frac{3}{4}$ studs, a slight leak
on the port side of the Starboard G. Chamber has been failed and
recaulked, a slight leak at the bottom of Shell and front end
failed and recaulked, a stay leaking on the Port side of Shell
the nut has been taken off and a thicker and wider washer fitted to cover
the plate where slightly wasted, Two new Cocks fitted to the steady Pipes
of the Water Gauge.
The Safety Valves examined and set to relieve at 100 lbs pressure

It is submitted that
this vessel is eligible for
THE RECORD. - L.M.C. 294
R.D.
2/3/94