

No. 14065

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

(Received at London Office MON. 11 NOV 1895)

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow
No. in Reg. Book. Survey held at Glasgow Date, First Survey 21 October Last Survey 25 Oct 1895
319 on the Machinery of the Wood, Iron or Steel S. S. Phoenix Master Rees
Tonnage Gross 1783 Net 1150 Vessel built at Sunderland By whom N. & E. S. B. Co When 1883 4
Registered Horse Power 178 2 H.P. Engines made at Hartlepool When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
No. of Main Boilers 1213 Owners W. S. Miller & Co Port London Voyage Leghorn
No. of Donkey Boilers one
Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Loran D.D. (State name of Dock.)
in Donkey Boilers 50

Last Survey No. Port
Particulars of Examination and Repairs (if any)

CHARACTER.		Machinery and Boiler	
Date of last Survey and of Periodical Surveys.		Surveys (including date of N.B., if any).	
+ 100 A1.		+ L.M.C.	
7.95		7.95	
SS. No 3.			
7.95			

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Not due.
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?

This vessel was docked on account of damage to the hull. Examined the seams & connections and found them good. The bolts which connect the blow off cocks to the ship's side have been renewed. The plain tubes in the main boiler have all been renewed. This work was done before the vessel went into drydock. The following work was also said to have been done. Crankshaft rebedded. Condenser overhauled and slide valves readjusted.

General Observations, Opinion, and Recommendation:— As far as seen, the machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27)	£	Fees applied for
Survey Fee (per Section 28)	£	18
Special Damage Fee (per Section 28)	£	
Travelling Expenses (if chargeable)	£	Received by me, 18

C. S. Brown
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute TUES. 12 NOV 1895
Assigned As now

Bolts securing floor off coals, to vessel's
side, renewed.
Plain tubes renewed in main
bolts owing to wear & tear.

It is submitted that
this vessel is eligible to
remain AS CLASS'D.

A.S.

11. 11. 95.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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