

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

(Received at London Office NOV 18 SEP 1899)

Date of writing Report 15/9 1899 When handed in at Local Office 15/9 1899 Port of WEST HARTLEPOOL

No. in 356 Survey held at W. Hartlepool Date, First Survey Sep 13th Last Survey Sep 15th 1899

on the Machinery of the Wood, Iron or Steel 55 Emma Master Thorne

Gross 2893 Net 1887 Vessel built at W. Hartlepool By whom Irvin & Co When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

Registered Horse Power 250 Engines made at S^r Owners Grechmann Bros. Port W. Hartlepool Voyage U. S. A.

No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Irvin's Dry S^r (State name of Dock.)

No. of Donkey Boilers 2

Steam Pressure 160

No. Main Boilers 160

No. Donkey Boilers 80

Particulars of Examination and Repairs (if any) Comp. B.S. 11. 98
Part L.M.C. 3. 95
13.5. 1. 98

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1. 11. 98 65. Npt 2. 1. 95	+L.M.C. 3. 95 13.5. 1. 98

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Do.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Do.

Was this not done, state for what reasons? already examined

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? To 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 under steam?

Had the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? Yes, not new.

What was the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Revised.

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? As part of S.S. No 2

Propeller shaft drawn in examined and found fractured in way of Bay Way, also corroded at forward end after time. The spare shaft, examined (same nearly new) and fitted. Spare propeller fitted. Fastenings in good condition. All sea cocks overhauled examined and found satisfactory. Completion of B.S. Please see Barry Report 3479. Patches fitted in vertical seams of Starboard Donkey boiler same examined and considered satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
as far as seen is now in good condition and eligible in my
opinion to remain as classed and to have word of B.S. 4. 99
as recommended.

Registration Fee (per Sec. 27) £ : : Fees applied for 10

Survey Fee (per Section 28) £ : : Received by me, G. A. M. R.

Material Damage Fee (per Section 28) £ : : 10

Printing Expenses (if chargeable) £ : : 10

Signature of Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*New shaft found. Particulars
received by spare shaft. Saw old one
broken in a hole. I suppose the shaft
was broken. Monkey holes. Several
holes in wood. Some holes
as recommended.*

*It is submitted that
this vessel is eligible for
THE RECORD. B.S. 4-99.*

*W.B.A.
1879/99.*

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 to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

