

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

(Received at London Office SAT 5 NOV 1892)

Date of writing Report *Nov. 4* 18 *92* When handed in at Local Office *London* is *Port of London*
No. in Reg. Book. *47* Survey held at *London* Date, First Survey *Sept 13* Last Survey *Nov 4* 18 *92*
on the Machinery of the Wood, Iron or Steel *S.S. JAMES JOICEY* Master *J. G. Essenhigh*
Tonnage { Gross *231* Net *443* Vessel built at *Newcastle* By whom *Palmer Bros & Co* When *1868* 5
Registered Horse Power *99* Engines made at *5th* When *1886* Boilers, when made (Main) *1885* (Donkey) *1886*
No. of Main Boilers *1* Owners *J. Fenwick & Co. W* Port *London* Voyage *Syne*
Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *On the hard*
in Donkey Boiler *Lincoln Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *2700* Port *NWC*
Particulars of Examination and Repairs (if any) *Special Survey*
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.

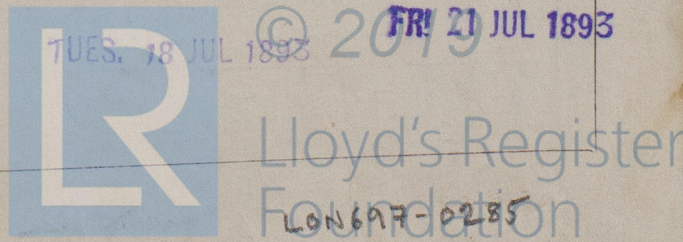
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*
Do. " Donkey " " " *No*
If this was not done, state for what reasons? *No donkey boiler fitted.*
And what parts of the Boilers could not be thus thoroughly examined?
Also what special 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? *Yes*
At what pressure were they afterwards adjusted under steam? *Not yet adjusted.*
Did the Surveyor examine the Safety Valves of Donkey Boiler?
To what pressure were they afterwards adjusted?
If the Survey is not complete state what arrangements have been made for its completion? *The safety valves to be adjusted on*

the vessels arrival in the Syne.
Examined propeller, stern bush & sea connections fastenings, cylinders pistons, slide valves, pumps & Condenser, sluices, bilge connections & roses, crank & thrust & intermediate shafting, all found to be in good condition.
Examined Main Boiler internally & externally & safety valves. Several rivets at back end of furnace found to be leaking, these rivets were drilled out & renewed, the boiler was otherwise in good condition.
To complete the survey. The main safety valves have to be adjusted under steam.

General Observations, Opinion, and Recommendation: *This vessels machinery is now in good condition & in my opinion the vessel is eligible to remain as classed & have notification L.M.C. 11.92. recorded in the Register book, subject to the survey being completed.*
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 9.92, B.&M.S. 9.92 or L.M.C. 9.92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *7/11 1892*
Survey Fee (per Section 28) £ *3 10 0*
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, *P. Salmon*
Schyp. Lev. 12/11/92
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute *TUES. 8 NOV 1892* *FRI 18 NOV 1892*
Assigned *Deferred for Comp. No. 1. Rpt to Hwc 8/11/92*
Witchwoc
pt. No. 1



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.

It is submitted that this
vessel will be eligible for
the record + L.M.C. 11.92
when the main boiler safety
valves have been adjusted
on the vessels arrival
in the Tyne.

W. J. H. 11.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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