

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

No. 34264

SAT. 8 APR 1893

(Received at London Office)

Date of writing Report 7. 4. 93 When handed in at Local Office 18 Port of London

No. in Reg. Book. 148 Survey held at London Date, First Survey Feb. 27 Last Survey April 7 1893  
(No. of Visits 17)

148 on the Machinery of the Wood, Iron or Steel S. S. "Neva" Master                     

Tonnage Gross 1448 Net 903 Vessel built at India By whom S. P. Austin & Sons When 1883 - 10

Registered Horse Power 140 Engines made at India When 1883 Boilers, when made (Main) 1883 (Donkey)

No. of Main Boilers 1 Owners C. M. Howard & Co Port London Voyage                     

Steam Pressure in Main Boilers 80 lbs N Surveyed Afloat in Dry Dock Nelson & Millwall  
(State name of Dock.)

in Donkey Boiler 50

Last Survey No.                      Port                     

Particulars of Examination and Repairs (if any) Annul B.S. & Dam.

(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 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?

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?

*Vessel placed in dry dock sea conns. examd. & found in good condtn*  
*Propeller disconnected, tail shft. drawn, examd. " " "*  
*the stern bush renewed & propeller replaced*  
*Main boiler examd. internally & externally. found in good condtn.*  
*Safety Valves in good condtn. & tested under stm. to 80 lbs*  
*Winch boiler & Safety Valves found in good condtn. Valves lifted at 50 lbs.*  
*Grate, rhuets & funnel shaftg. exd. found in good condtn. shaftg.*  
*lined up fore & aft.*

General Observations, Opinion, and Recommendation:— *The boilers now being in*  
(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. 992, B.E.M.S. 992 or L.M.C. 992, as the case may be.)  
*good & safe working condtn. renders the vessel eligible in my*  
*opinion to remain as classed & have the notfctn. B.S. 4. 93*  
*recorded.*

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ 1 10  
Special Damage Fee (per Section 28) £ 2 : 2  
Travelling Expenses (if chargeable) £ : :

Fees applied for

22/4/1893

22 2 0

Received by me, 19/4/1893

19/4/1893

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

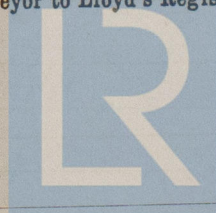
\*State if Certificate is required

Committee's Minute

Assigned

TUES. 25 APR 1893

B.S. 4. 93



Lloyd's Register  
Foundation

LON698-0415

It is submitted that  
this vessel is eligible for  
THE RECORD BS.4.93

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.

On account of wear the  
the stem knob rounded  
& the shafting bent  
up.

Prof 22/4/93



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Foundation