

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

(Received at London Office)

Date of writing Report 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. 950 Survey held at London Date, First Survey 24 June Last Survey June 27 1893 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. "Atlantis" Master YEAR. MONTH.

Tonnage { Gross 1426 Net 916 Vessel built at Glasgow By whom J. & L. Thomson When 1884 - 6

Registered Horse Power 134 Engines made at do When 1884 Boilers, when made (Main) 1884 (Donkey)

No. of Main Boilers 2 Owners Scrutton, Es. & Co Port London Voyage

Steam Pressure in Main Boilers 90 lbs. N Surveyed Afloat or in Dry Dock Canal (State name of Dock.)

in Donkey Boiler

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey.		
Date of last Survey and of Periodical Surveys.		
- 100 A1		- 1 LMC. 8. 92
4. 93		B. S. 9. 92
S.S. Lon. No 2. 92		

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

(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?

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 comms. examd. & found in good condn.
Tail shaft found broken short off at After end of After bass liner &
propeller lost. Recommdd. a new propeller & new tail shft. to be fitted
which has been done*

General Observations, Opinion, and Recommendation:— As far as seen this vessel

(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. 0, 02, B.&M.S. 0, 02 or L.M.C. 0, 02, as the case may be.)

appears eligible to remain as classed

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

Fees applied for
117/1893
Received by me,
3/7/1893

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

* State if Certificate is required

Committee's Minute TUES. 4 JUL 1893

Assigned As now



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Lloyd's Register
Foundation
LON699-0197

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

State if Certificate is required

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that
this vessel is eligible to
remain AS CLASSED

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 damage,
a new propeller &
propeller shaft have
been fitted —

Prof 3/7/93 —



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.