

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

(Received at London Office)

Port of *London*

Date of writing Report *31st July 1893* When handed in at Local Office

No. in Reg. Book

Survey held at

Tilbury

Date, First Survey

Last Survey

27th July 1893

Master *J. M. Luke*

Tonnage { Gross *5524*
Net *3214*

Vessel built at *Glasgow*

By whom *J. Elden & Co.*

When *1881 12*

Registered Horse Power *1000*

Engines made at *Glasgow*

When *1881*

Boilers, when made (Main) *1881* (Donkey) *1881*

No. of Main Boilers *Four*

Owners *Orient Steam Nav. Co.*

Port *Glasgow*

Voyage *Australia*

Steam Pressure in Main Boilers *95*

If Surveyed *Afloat* or in Dry Dock *Tilbury dry dock.*

(State name of Dock.)

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

CHARACTER.	Years Assigned and when expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey.		
Date of last Survey and of Periodical Surveys.		
<i>100 A1.</i>		<i>L.M.C. 1192</i>
<i>6.90</i>		
<i>S.S. Gls. N^o 3-3.84</i>		
<i>S.S. Lon. N^o 1-88.</i>		

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

No
No

Do. " Donkey " " "

Not due for survey.

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?

No

Did the Surveyor examine the Safety Valves of the Main Boiler?

Not adjusted

At what pressure were they afterwards adjusted under steam?

No

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Not adjusted

To what pressure were they afterwards adjusted?

Complete.

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock - sea connections, propeller & its fastenings examined & found in good order.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel, so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed, without fresh record of survey.*

(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
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

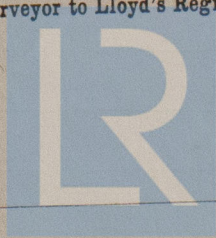
*State if Certificate is required

15 AUG 1893

Committee's Minute

Assigned

As now



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LON 699-0392

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

*Certificate to be sent to

14-1498-Form No. 9—Transit No. 10,000, 20,000, 30,000, 40,000, 50,000, 60,000, 70,000, 80,000, 90,000, 100,000, 110,000, 120,000, 130,000, 140,000, 150,000, 160,000, 170,000, 180,000, 190,000, 200,000, 210,000, 220,000, 230,000, 240,000, 250,000, 260,000, 270,000, 280,000, 290,000, 300,000, 310,000, 320,000, 330,000, 340,000, 350,000, 360,000, 370,000, 380,000, 390,000, 400,000, 410,000, 420,000, 430,000, 440,000, 450,000, 460,000, 470,000, 480,000, 490,000, 500,000, 510,000, 520,000, 530,000, 540,000, 550,000, 560,000, 570,000, 580,000, 590,000, 600,000, 610,000, 620,000, 630,000, 640,000, 650,000, 660,000, 670,000, 680,000, 690,000, 700,000, 710,000, 720,000, 730,000, 740,000, 750,000, 760,000, 770,000, 780,000, 790,000, 800,000, 810,000, 820,000, 830,000, 840,000, 850,000, 860,000, 870,000, 880,000, 890,000, 900,000, 910,000, 920,000, 930,000, 940,000, 950,000, 960,000, 970,000, 980,000, 990,000, 1,000,000

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.

Aug 14/8/93 -



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.