

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

(Received at London Office. SAT 9 SEP 1893)

Date of writing Report *Sept 1st 1893* When handed in at Local Office *18* Port of *London*
No. in Reg. Book. *341* Survey held at *London* Date, First Survey *Aug 14* Last Survey *Sept 1, 1893*
341 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "SCIENCE"* Master *Croten*
Tonnage Gross *1357* Net *871* Vessel built at *Sunderland* By whom *W. Pile & Co.* When *1888* 3.
Registered Horse Power *728* Engines made at *London* When *1871* Boilers, when made (Main) *1887* (Donkey) *1893*
No. of Main Boilers *two* Owners *Westcott & Laurance* Port *London* Voyage *Mediterranean*
Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Richard Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boiler *80 lbs* *& Milner's Dock*

Last Survey No. *Completed* Port *Completed*
Particulars of Examination and Repairs (if any) *B.S. Condition*
(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? *No*
Do. " Donkey " *Yes*
If this was not done, state for what reasons? *Main Boilers already examined*
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? *-*
At what pressure were they afterwards adjusted under steam? *Yes*
Did the Surveyor examine the Safety Valves of Donkey Boiler? *80 lbs per sq*
At what pressure were they afterwards adjusted? *Completed*
If the Survey is not complete state what arrangements have been made for its completion?

Examined Donkey Boiler internally & externally & Safety, found Steam Space stays, furnace top & top of shell much wasted; instead of repairing old boiler, a new donkey boiler has now been fitted. (Report attached)
The Safety valves of Donkey Boiler have been adjusted to 80 lbs pressure per sq. Examined propeller, stem bush & sea connections.
A new tail end shaft of propeller have now been fitted in place of the spare met with which the vessel returned from the Mediterranean.
The old tail shaft having broken whilst vessel was in the Black Sea.
The smallest diameter of the tail shaft is 8"

General Observations, Opinion, and Recommendation:— *The Boiler Survey on 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.)
being now completed in my opinion the vessel is eligible to have record
B.S. 5-93 as recommended in London report No. 54365.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, *18*
*State if Certificate is required
Committee's Minute *TUES. 5 SEP 1893*
Assigned *Deferred* *Deferred*
Im Sahmar
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
TUES. 20 MAR 1894
TUES. 19 SEP 1893
FRI 9 MAR 1894
TUES. 27 MAR 1894
Lloyd's Register Foundation
LON699-0497