

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

Date of writing Report 17. 10. 93. 18 When handed in at Local Office 18 Port of WED. 18 OCT 1893
No. in Reg. Book Survey held at London Date, First Survey Sept 30 Last Survey Oct. 16 1893
750 on the Machinery of the ~~Wood Iron~~ or Steel S. S. "Atlantis" Master
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 1 Owners Scrutton Sons & Co. Port London Voyage
Steam Pressure in Main Boilers 90 lbs. X Surveyed Afloat or in Dry Dock Union
in Donkey Boiler 55 lb. (State name of Dock.)

Last Survey No. Port
Particulars of Examination and Repairs (if any) Aml. B.S. & Dam.
(Periodical Surveys, when held, must be reported in detail and serialim 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 " " " yes.
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? yes.
At what pressure were they afterwards adjusted under steam? 90 lbs.
Did the Surveyor examine the Safety Valves of Donkey Boiler? yes.
To what pressure were they afterwards adjusted? 55 lbs.
If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock sea comtns. examd. & found in good condtn.
One blade of solid propeller found to be cracked at root of one blade. A new propeller has now been fitted. The stern bush did not require to be renewed.
Main boiler examined internally & externally: found in good condtn.
Safety Valves in good condtn.
Which boiler examd. defective part at bottom of one of the vertical seams in furnace now cut out & riveted patch fitted.
Safety valve in good condtn.

The foundation for sole plate of thrust found to have the rivets slack or broken, this has now been strengthened & riveted.

General Observations, Opinion, and Recommendation:— The boilers being now in good
(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 X.L.M.C. 9, 92, as the case may be.)
& safe working condtn. renders the vessel eligible in my opinion to remain as classed than the notfctn. B.S. 10. 93 recorded.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 23/10/1893
Survey Fee (per Section 28) £ 1 : 10:
Special Damage Fee (per Section 28) £ 2 : 2:
Travelling Expenses (if chargeable) £ : :
Received by me, 17/11/18 93
Geo. E. Wetherman
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute FRI 27 OCT 1893
Assigned B.S. 10. 93
Lloyd's Register Foundation
Lent 700 - 0198

It is submitted that
this vessel is eligible for
THE RECORD BS 10 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 & tear
minor repairs have
been done to the
machinery & boilers -

J. H. E.
23/10/93 -



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