

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

(Received at London Office)

TUES. 21 NOV 1893

Date of writing Report 20. 11. 93 18 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. 78 Survey held at London Date, First Survey Nov: 8 Last Survey Nov: 17 1893
(No. of Visits 2) Master L. S. Ratcliff.

Tonnage { Gross 802 Vessel built at Sold. By whom Shot Bros. When 1892 - 12
Net 498 Engines made at do When 1892 Boilers, when made (Main) 1892 (Donkey)

Registered Horse Power 120 Owners A. C. Pelly Port London Voyage

No. of Main Boilers 16 Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock Union (State name of Dock.)

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

Last Survey No. 100 A1 Port 9. 93Particulars of Examination and Repairs (if any) 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?

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 contents: examd. & found in good condn.
Propeller removed, tail shaft drawn, found to be flawed at Forward end of After liner
recommended: a new shaft to be fitted which has been done, the stern bush renewed
& propeller replaced
Examd. crank shaft & Crankshaft pumps, found in good condn.

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. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.)

appr. eligible to remain as classed

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

*State if Certificate is required

Committee's Minute

FRI 1 DEC 1893

FRI 29 JUN 1894

Assigned: As now

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



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London - 03 72

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 wear & tear
a new tail shaft has
been fitted, & the
stern bush renewed.

Prob
29/1/93 -

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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