

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

No. 54969

(Received at London Office SAT. 25 NOV 1893.)

Date of writing Report *Nov. 24* 18 *93* When handed in at Local Office 18 *Port of London.*

No. in Reg. Book. *818* Survey held at *London.* Date, First Survey *and* Last Survey *Nov 24 18 93*

on the Machinery of the *Wood, Iron or Steel* *S.S. "SPHEROID"* Master *J. Hekeys.*

Tonnage Gross *1941* Net *7238* Vessel built at *W. Hartlepool.* By whom *W. Gray & Co.* When *1891* 12

Registered *220* Engines made at *Do.* When *1891* Boilers, when made (Main) *1891* (Donkey) *1891*

No. of Main Boilers *1* Owners *Scrutton Sons & Co.* Port *London.* Voyage *B. Indies.*

Steam Pressure in Main Boilers *160 lbs.* If Surveyed *At* in Dry Dock *London Graving Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler *-*

Last Survey No. *-* Port *-*

Particulars of Examination and Repairs (if any) *Condition.*

Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " *No.*

was not done, state for what reasons? *Survey not due*

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? *No*

At what pressure were they afterwards adjusted under steam? *No*

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? *Completed.*

Examined propeller, stern bush, & sea connections fastenings. Found one blade of propeller broken off about two feet from the tip. A new propeller has now been fitted.

General Observations, Opinion, and Recommendation:— *This vessels machinery is*

(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.)

Now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.

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 8 DEC 1893*

Assigned *As now*

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

Mr. Salmon.

Low 700 - CH03

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 &
there a new propeller
has been fitted —

Prd
5/12/93 —



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Foundation