

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

(Received at London Office)

Date of writing Report *2nd Jan. 1894* When handed in at Local Office *18* Port of *London*

No. in Reg. Book *557* Survey held at *London* Date, First Survey *19th Dec.* Last Survey *29th Dec. 1893*

on the Machinery of the Wood, Iron or Steel *S. S. "Ryhope"* Master *Noah 70-84*

Tonnage { Gross *412* Net *132* Vessel built at *Sunderland* By whom *J. Laing* When *1881* Boilers, when made (Main) *1881* (Donkey) *None*

Registered Horse Power *90* Engines made at *Newcastle* Owners *J. Fenwick & Son* Port *London* Voyage *Coasting*

No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Victoria Dock* (State name of Dock.)

Steam Pressure in Main Boilers *100* in Donkey Boiler *no 8 1/2*

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

Last Survey No. *B. S.* Port *B. S.*

Particulars of Examination and Repairs (if any) *B. S.*

(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?

Complete.

The main boiler examined internally and externally. Safety valves examined and adjusted under steam to 100 lb.

The owner was informed that this vessel was due for S. S. No 3 and he stated that it would be held early this year.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed with record of B. S. 12.93, entered in the Register Book.*

(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) £ : :
Survey Fee (per Section 28) £ 1 0 0
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :

Fees applied for

3.1. 1894

Received by me,

4/1/ 1894

R. Elliott

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

*State if Certificate is required

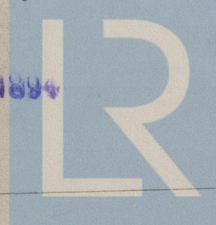
Committee's Minute

Assigned

B. S. 12.93

FRI 5 JAN 1894

TUE. 3 APR 1894



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LON 701-0021

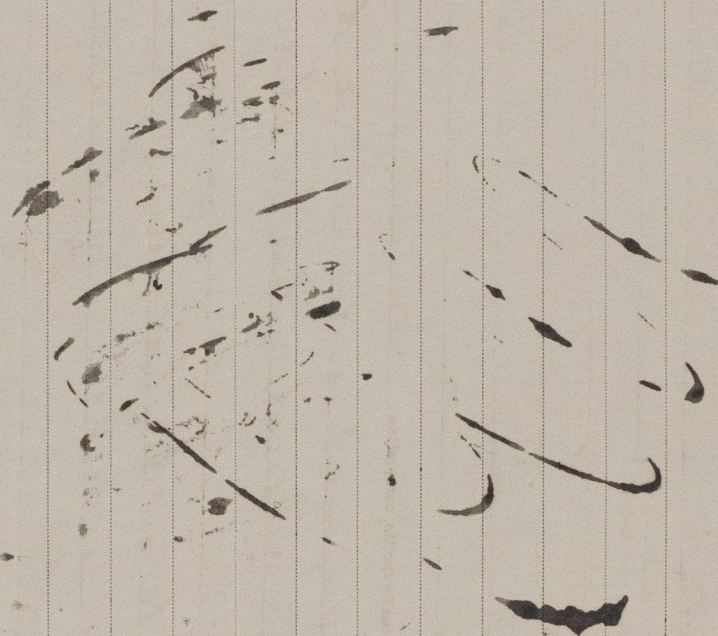
It is submitted that
this vessel is eligible for
THE RECORD BS 12 93 -

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.

No 3 due 3-93

The owner states that
this survey will be
held early this year -

MR
3/1/94 -



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.