

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

Date of writing Report 8. 1. 94 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Dec. 23 Last Survey Jan. 3 1893

57 on the Machinery of the Wood, Iron or Steel S. S. Saint Clears Master (No. of Visits 5)

Tonnage Gross 2388 Net 1554 Vessel built at Rur. By whom R. W. Hawthorn, Leslie & Co When 1889 - 4

Registered Horse Power 160 Engines made at do. When 1889 Boilers, when made (Main) 1889 (Donkey)

No. of Main Boilers Owners Carlisle & Co Port London Voyage

Steam Pressure in Main Boilers 160 lbs. N Surveyed Afloat or in Dry Dock Union (State name of Dock.)

in Donkey Boiler

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
-1-100 A1	-1-LMC 7.93
8.93	
S.S. Sht. No 1-93	

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 counter examined & found in good condition. The tips of all four blades (about 4") broken, this propeller has now been removed & a three bladed one fitted

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. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

appears eligible to remain as classed.

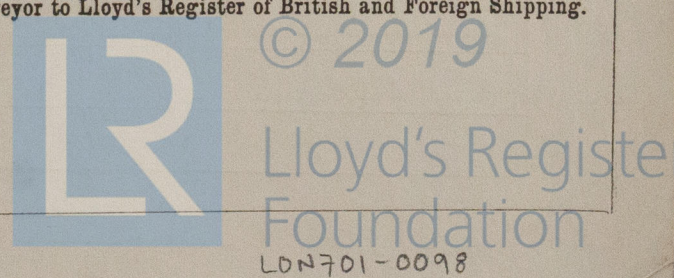
Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ ✓ : ✓ :	18
Special Damage Fee (per Section 28)	£ : :	
Travelling Expenses (if chargeable)	£ : :	Received by me, 18

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

* State if Certificate is required.

Committee's Minute TUES. 23 JAN 1904

Assigned As now



It is submitted that
this vessel is eligible to
remain AS CLASSED.

On acct of the tips of propeller
blade being broken -

A new propeller was
fitted.

N.A.

22-1-94