

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

Date of writing Report Jan 23 1894 When handed in at Local Office is Port of London
 No. in Reg. Book. Survey held at London Date, First Survey Jan 6 Last Survey Jan 20 1894
 1072 on the Machinery of the Wood, Iron or Steel S.S. "AZALEA" Master W. O'Keefe
 Tonnage { Gross 503 Vessel built at Sunderland By whom Sunderland P.B. Co. When 1886 YEAR. MONTH.
 { Net 314 Engines made at Do. Boilers, when made (Main) 1886 (Donkey) 1886
 Registered Horse Power 80 Owners (Sawer Sons & Oakley) Port London Voyage Antwerp
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Prodie's Dry Dock
 Steam Pressure in Main Boilers 90 lbs.
 in Donkey Boiler 55 lbs. 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.	Years and Months now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.1. 1. 93.		* L.M.C. 6. 90.
SS. Lon No. 1. 90.		B.S. 9. 93.

Last Survey No. Port Damage & Comp. of S.S.

Particulars of Examination and Repairs (if any)

(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
 If this was not done, state for what reasons? Boilers already examined
 And what parts of the Boilers could not be thus thoroughly examined? See London Report No. 54770.
 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?
 Did the Surveyor examine the Safety Valves of Donkey Boiler? No
 To what pressure were they afterwards adjusted?
 If the Survey is not complete state what arrangements have been made for its completion? Completed.

Examined cylinders, pistons, slide valves, pumps & condenser, sea & bilge connections, crank, thrust, tunnel & propeller shafts, propeller & stem bush. Found propeller broken & stem bush wood worn down, one thrust collar broken, metal in plummer blocks run out, & crank pin brasses broken. Repairs. A new propeller was fitted & the stem bush rewooded, one thrust collar renewed, plummer blocks remetalled & crank pin brasses renewed. This damage was sustained by the vessel grounding in the North Sea.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in good condition & in my opinion the vessel is eligible to remain as classed with record * L.M.C. 9. 93.

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 28)..... £ 3 : 10 : 0
 Special Damage Fee (per Section 28)..... £ 2 : 2 : 0
 Travelling Expenses (if chargeable)..... £ : :
 Fees applied for 24.1.1894
 Received by me, 26/1/1894

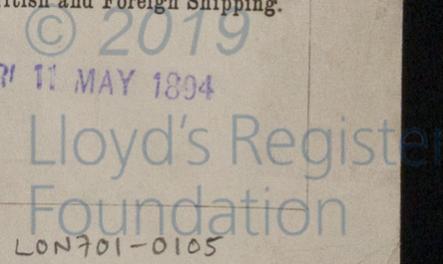
Wm Salmon
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State in Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificate to be sent to Committee's Minute.

16—LRPH—Form No. 9—Transfer Ink—5,000,210,93.

Insert Character of Ship and Machinery precisely as in the Register Book.



It is submitted that
this vessel is eligible for
THE RECORD + L.M.C. 9-93

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 acct of damage
a new propeller was fitted
and a few moderate
repairs were effected to
the Machinery

W.A.

25-1-94



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