

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

(Received at London Office)

FRI 23 FEB 1894

Date of writing Report *Feb. 22* 18 *94* When handed in at Local Office 18 *94* Port of *London*

No. in Reg. Book. *357* Survey held at *London* Date, First Survey *Feb. 16* Last Survey *Feb. 22* 18 *94*

357 on the Machinery of the *Wood, Iron or Steel* *SS. "RODDAM"* Master *Morrell*

Tonnage { Gross *2365* Vessel built at *W. Hartlepool* By whom *P. Withy & Co.* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*

Registered Horse Power { Net *1466* Engines made at *Do* Owners *Steel, Young, & Co.* Port *London* Voyage *West Indies*

No. of Main Boilers *2* Steam Pressure—*150 lbs* in Main Boilers If Surveyed Afloat or in Dry Dock *Deptford Green Dry Dk & S.W. India Dk* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler *80 lbs*

Last Survey No. *B.S. 9* Port *London*

Particulars 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? *Yes*

Do. " Donkey " " " *Yes*

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? *Yes*

At what pressure were they afterwards adjusted under steam? *150 lbs per sq*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted? *80 lbs per sq*

If the Survey is not complete state what arrangements have been made for its completion? *Completed.*

Examined Main & Donkey Boilers internally & externally & Safety valves all found to be in good condition.

Also examined propeller, stern bush & sea connections fastenings, all in good condition except the strum plates of the Main & Donkey Injectors which were broken. New strum plates have now been fitted.

The safety valves were afterwards adjusted under steam.

General Observations, Opinion, and Recommendation:— *This vessels boilers, & machinery as far as seen, are now in good condition & in my opinion the vessel is eligible to remain as classed with record B.S. 2. 94. in the Register Book*

Office or Registration Fee (per Sec. 27) £ : : *24 2 94*

Survey Fee (per Section 28) £ *2 0 0*

Special Damage Fee (per Section 28) £ : :

Travelling Expenses (if chargeable) £ : :

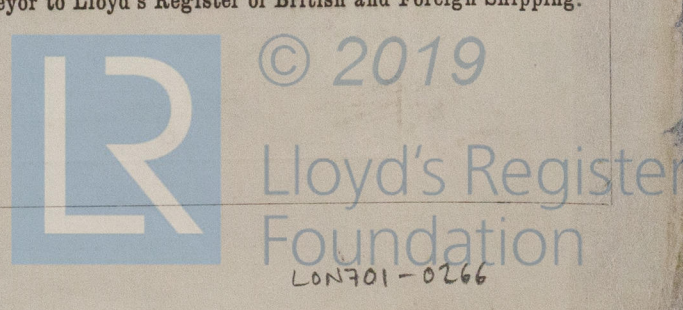
Fees applied for *Received by me, 18 94*

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. *B. M. Salmon*

*State if Certificate is required

Committee's Minute *TUES. 27 FEB 1894*

Assigned *B.S. 2, 94*



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

*Certificate to be sent to

16—LRPH—Form No. 9—Transfer Ink—£1,000, 2/10/93.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

It is submitted that
this vessel is eligible for
THE RECORD B.S. 2.94
R.S.

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.

24/2/94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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