

(Received at London Office

*Last Survey No.*.....*Port*

*(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	"	"	"
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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?

Examined propeller, stem bush & sea connections, found two blades of propeller broken, otherwise all in good condition. The broken propeller blades have now been renewed.

The damage was caused by the vessel grounding in the Suez Canal  
on January 19<sup>th</sup> 1894

General Observations, Opinion, and Recommendation:—This vessel's Machinery is now as  
(State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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 ~~X~~L.M.C. 9,92, as the case may be.)  
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 27/2/18 94 <hr/> Received by me, 1/3/18 94
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	1	1 : 0	
Travelling Expenses (if chargeable).....	£	:	:	

\*State if Certificate is required

## Committee's Minute

*Assigned*

FRI 2 MAR 1894

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



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

On account of damage, two blades  
of propeller have now been removed.

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.

R.E.  
2-1/2/94-

