

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

(Received at London Office SAT. 10 MAR 1894)

Date of writing Report *9th March 94* When handed in at Local Office *is* Port of *London*  
 No. in Reg. Book. *13* Survey held at *London* Date, First Survey *27th Feb.* Last Survey *6th March 1894*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Radnorshire"* Master *F. Davies*  
 Tonnage Gross *2898* Net *1889* Vessel built at *Newcastle* By whom *C. S. Swan & Hunter* When *1890* 9  
 Registered Horse Power *350* Engines made at *Do.* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*  
 No. of Main Boilers *Two* Owners *Jenkins & Co.* Port *London.* Voyage *Japan*  
 Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *Royal Albert dock.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *2653* Port *Antwerp.*  
 Particulars of Examination and Repairs (if any) *Complete Damage survey.*

(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.)

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Survey (including date of S.B., if any).
<i>100 A1. pt. Avon. dk. with freeboard 12.92.</i>		<i>L.M.C. 9.90</i>

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? *Not due*  
 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? *No*  
 At what pressure were they afterwards adjusted under steam? *Not adjusted*  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*  
 To what pressure were they afterwards adjusted? *Not adjusted*  
 If the Survey is not complete state what arrangements have been made for its completion? *Complete.*

*Now done on account of damage by fire (see Ant. Rpts Nos 2552 + 2653) - Lagging on Donkey boiler renewed; one length of bilge discharge pipe renewed; air, circulating, feed & bilge pumps examined. All wood ferrules of condenser tubes renewed, condensers tested & found satisfactory.*

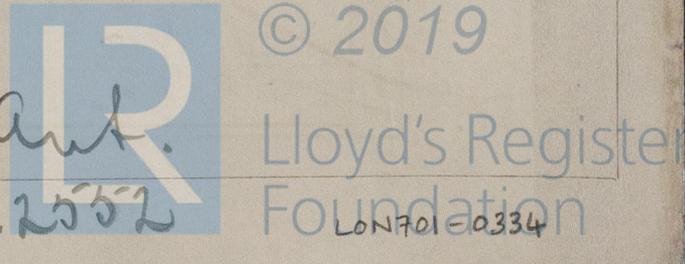
General Observations, Opinion, and Recommendation:— *This vessel's machinery, so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed without fresh record of survey.*

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

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

\*State if Certificate is required  
 Committee's Minute *FRI 16 MAR 1894*

Assigned *100A 1 pt. Avon. dk. } on Ant. No. 2552*  
*8.93 with fid*



State if a 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, 2/10/93. (The Surveys are requested not to write on or below the space for Committee's Minute.)

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

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

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.

~~Amount of damage  
& few moderate repairs were  
effected to the Machinery~~

N.A.

13 3 94

*[Faint, mostly illegible handwritten notes in the main body of the report, including phrases like "The vessel was..."]*

