

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

No. 55312

Date of writing Report 31<sup>st</sup> March 1894 When handed in at Local Office 18 Port of London

No. in Reg. Book. 687 Survey held at London Date, First Survey and Last Survey 27<sup>th</sup> March 1894

on the Machinery of the Wood, Iron or Steel S.S. Appomattox Master W. J. Maxwell

Tonnage { Gross 2875 Net 1821 Vessel built at West Hartlepool By whom Furness, Withy & Co. When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

Registered Horse Power 412 Engines made at Hartlepool Owners Chesapeake & Ohio S.S. Co. (Lm) Port West Hartlepool Voyage Newport News

No. of Main Boilers Two Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Royal Albert dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler 80 (State name of Dock.)

Last Survey No.                      Port                     

Particulars of Examination and Repairs (if any) Condition

CHARACTER.	Years Assigned now or expired.	Machinery and Boiler Survey (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1		<input checked="" type="checkbox"/> L.M.C. 9.93
<u>Sp. dk</u>		
<u>9.93.</u>		

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?

No

No

Not due for survey

No

Not adjusted

No

Not adjusted

Complete.

Sea-connection and propeller fastenings examined in dry dock and found in good order.

General Observations, Opinion, and Recommendation:— This vessels' machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed, without further 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).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

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

\*State if Certificate is required TUES. 10 APR 1894

Committee's Minute FRI 6 APR 1894

Assigned As was

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.  
 16-IRPH-Form No. 9-Transfer Ink-A, 100, 2/10/93.  
 The Surveyors 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.

*W.A.  
5-4-94*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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