

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

(Received at London Office)

Date of writing Report *March 21* 18 *94*. When handed in at Local Office *Port of London*.
 No. in Reg. Book. *624*. Survey held at *London*. Date, First Survey *Feb. 21*. Last Survey *March 21* 18 *94*.
 on the Machinery of the *Wood, Iron or Steel* *S.S. "BRITANNIA"* Master *Sigman*.
 Tonnage { Gross *949* Net *612* Vessel built at *Sunderland* By whom *Short Bros.* When *1877*. YEAR. MONTH. *10*
 Registered Horse Power *98* Engines made at *Do.* When *1877* Boilers, when made (Main) *1877* (Donkey) *1877*.
 No. of Main Boilers *1* Owners *J. G. Beasley Esq.* Port *Sunderland* Voyage *Coasting*.
 Steam Pressure in Main Boilers *70 lbs* If Surveyed Afloat or in Dry Dock *Canal Dry Dock & 4* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boiler *65 lbs* (State name of Dock.) *Wier.*

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *S.S. No. 3*

(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 " " "

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 Main and Donkey Boilers internally & externally and Safety valves, also Cylinders, Pistons, Slide Valves, Pumps & Condenser, Crank, Thrust & Turned shafting, propeller, stern bush, & Sea & Bilge connections; all found to be in good condition except the bottom of the back plate of the Port Combustion Chamber and six screwed stays supporting same which were found to be wasted. The defective plate was cropped about two feet from the bottom & a new plate was efficiently riveted in & the wasted stays were renewed.

The Safety valves were afterwards adjusted under steam.

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now in good condition & in my opinion the vessel is eligible to remain so classed with record L.M.C. 3.94. in the Register book*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *3* : *10* : *0*
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for
5.4 18 *94*
 Received by me,
9/4/ 18 *94*

*State if Certificate is required

Committee's Minute

Assigned *L.M.C. 3.94*

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



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Lloyd's Register Foundation

LON701-0418

It is submitted that
this vessel is eligible for
THE RECORD L.M.C. 3-94

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 wear
a few moderate repairs
were effected to the main
boilers—

W.A.

5-4-94

