

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

Date of writing Report *April 9. 1894* When handed in at Local Office *Port of London.*  
 No. in Reg. Book. *237* Survey held at *London.* Date, First Survey *March 2* Last Survey *April 9 1894*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. RHONE.* Master *Guy.*  
 Tonnage { Gross *1343* Net *868* Vessel built at *Sunderland.* By whom *W. Pile & Co.*  
 Registered Horse Power *130* Engines made at *London.* When *1871* Boilers, when made (Main) *1886* (Donkey) *1891*  
 No. of Main Boilers *2* Owners *Westcott & Lawrence* Port *London.* Voyage *Mediterranean.*  
 Steam Pressure in Main Boilers *70 lbs* If Surveyed Afloat or in Dry Dock *Millwall Dry D.S.O.*  
 in Donkey Boiler *80 lbs* (State name of Dock.) *India Dry Dock*

Last Survey No. *Port*  
 Particulars of Examination and Repairs (if any) *B.S. 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 " " " *No*  
 If this was not done, state for what reasons? *Donkey Boiler only 3 years old.*  
 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? *70 lbs per sq. in.*  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*  
 To what pressure were they afterwards adjusted?  
 If the Survey is not complete state what arrangements have been made for its completion? *Completed.*

*Examined Main Boilers internally & externally & Safety valves, all found to be in good condition.*  
*Examined propeller, stern bush & sea connection's fastenings in dry dock, found two blades of propeller broken.*  
*A new propeller has now been fitted.*  
*The Main Safety valves were afterwards adjusted under steam.*

General Observations, Opinion, and Recommendation:— *This vessel's boilers are now in good condition & in my opinion the vessel is eligible to remain as classed with record B.S. 4. 94.*  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 2. 92, B.E.M.S. 2. 92 or L.M.C. 2. 92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *10. 4. 1894*  
 Survey Fee (per Section 28) £ *2 : 0 : 0*  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 Received by me, *B. J. 18. 94*  
 \*State if Certificate is required.

Committee's Minute *FRI 13 APR 1894*  
 Assigned *22. 4. 94*

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

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

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



It is submitted that  
this vessel is eligible for  
**THE RECORD** B.S. 4 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 two blades of the propeller  
being broken—

A new propeller was  
fitted.

N.A.

10 4 94

