

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

(Received at London Office MON. 12 FEB 1894)

Date of writing Report 29th Jan 94 When handed in at Local Office 18 Port of London

No. in Reg. Book 20 Survey held at Gravesend Date, First Survey 12 Jan 94 Last Survey Jan 1894 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Lachesis (Launch) Master David Burnett

Tonnage Gross 35 Net 8 Vessel built at Plymouth By whom Williamly B... When 1893 YEAR. MONTH.

Registered Horse Power 25 Engines made at Plymouth When 1893 Boilers, when made (Main) 1893 (Donkey) how

No. of Main Boilers 1 Owners Admiralty & Commercially of the Port London Voyage River Purposes

Steam Pressure in Main Boilers 100 lb If Surveyed Afloat or in Dry Dock Afloat & on the hard at Gravesend Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler ✓

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and serialim 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. None fitted

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? No not-adrift

At what pressure were they afterwards adjusted under steam? Not-adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? None

To what pressure were they afterwards adjusted? ✓

If the Survey is not complete state what arrangements have been made for its completion? ✓

All the request of the Owners, examined the machinery and boiler for the purpose of reporting on their Condition before the expiration of the builders guarantee. Upon examination found the machinery generally in good Condition, including Cylinders, Pistons, Slide valves, Pumps, Condenser and shafting, with the exception of the tail-end-shaft which was found flawed at the forward end between the Coupling and forward Brass Liner; the main boiler examined internally & externally and found in good Condition. Recommended a new tail shaft to be fitted. A new tail shaft has now been fitted.

General Observations, Opinion, and Recommendation:—

(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. 9, 92, B.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 23/1 1894

Survey Fee (per Section 28) £ : : Received by me, 12/1 1894

Special Damage Fee (per Section 28) £ 2:2:-

Travelling Expenses (if chargeable) £ : :

*State if Certificate is required

Committee's Minute FRI 4 MAY 1894

Assigned As now

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

Geo. E. Wisemison
Robt. Balfour

FRI 15 JUN 1894

Lloyd's Register Foundation

LON702-0035

If a Report is also sent on the Ship or if not at either, one will be sent.

*Certificate to be sent to Committee's Minute.

18-LRPB—Form No. 9—Transfer Ink—(10,000, 20/1/93.)

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

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

On acct of the tail shaft being
found flawed.

A new one was fitted

N.A.
1-5, 94

