

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

(Received at London Office 15/5/94)

Date of writing Report 14.5.94 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Feb. 19 Last Survey May 11 1894 (No. of Visits 12)

299 on the Machinery of the Wood, Iron or Steel Screw Lug "Hercules" Master

Tonnage { Gross 55 Net 13 Vessel built at Corkmouth By whom Vosper & Co. When 1890-3

Registered Horse Power 3750 Engines made at do When 1890 Boilers, when made (Main) 1890 (Donkey) none

No. of Main Boilers 1 Owners A. Wattkins & Co Port Shoreham Voyage

Steam Pressure in Main Boilers 100 lbs. N° Surveyed Afloat & in Dry Dock Regents Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port S.S. No. 1

Particulars of Examination and Repairs (if any) S.S. No. 1

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " " " none

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? yes.

At what pressure were they afterwards adjusted under steam? 100 lbs.

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?

Vessel placed in dry dock, sea cocks: examd. & found in good condtn.

Propeller removed, tail shaft: drawn, & d. " " " "

Stern bush rewooded & propeller: replaced.

Examd: cyldrs: pistons, slides, air, circulatg: feed pumps & valves, all found in good condtn: Crank & thrust shaft: in good condtn.

A new top has now been fitted to Comb: chr: Boiler afterwards: satisfly: tested with hyd: press: to 150 lbs: □

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.)

good & safe workg: condtn: renders the vessel eligible in my opinion to have the record: L.M.C. 5.94

[Handwritten signature]

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 15/5 1894

Survey Fee (per Section 28) £ 2:10: Received by me, 15/5/94

Special Damage Fee (per Section 28) £ : : Travelling Expenses (if chargeable) £ : :

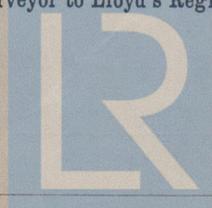
*State if Certificate is required

Committee's Minute

Assigned + L.M.C. 5.94

MACHINERY CERTIFICATE WRITTEN. FRI 18 MAY 1894

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



Lloyd's Register Foundation

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

16-LRPH-Form No. 9-Transfer Ink-5,000, 2/10/93. (The Surveyors are requested not to write on or before the space for Committee's Minute.)

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

