

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 Portsmouth By whom Vosper & Co. When 1890-3

Registered Horse Power 37.50 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

in Donkey Boiler ✓ (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assessed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
1-100 A1		1-IMC 11.92
11.92		For Survey Purposes

Last Survey No. Port

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

(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 " " " 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 conns. examd. & found in good condn.

Propeller removed, tail shaft: drawn, exd.

Stern bush rewooded & propeller: replaced.

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

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

General Observations, Opinion, and Recommendation:— The machinery being now in (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: condn: renders the vessel eligible in my opinion to have the record 1-IMC 5.94

Office or Registration Fee (per Sec. 27) £ :

Reduced Survey Fee (per Section 28) £ 2:10

Special Damage Fee (per Section 28) £ :

Travelling Expenses (if chargeable) £ :

Fees applied for 15/5 1894

Received by me, 15/5 1894

MACHINERY CERTIFICATE

*State if Certificate is required

WRITTEN, 18 MAY 1894

Committee's Minute

Assigned + L.M.C. 5.94

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



Lloyd's Register
Foundation

LON702-0120

It is submitted that
this vessel is eligible for
THE RECORD + LMC 5,94

on account of Wear &
Tear

Slight repairs
effected to
Boiler & Machinery

A R S

15-5-94

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THE SURVYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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