

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

(Received at London Office)

Date of writing Report 23. 7. 94 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey July 13 Last Survey July 20 1894

963 on the Machinery of the ~~Wood, Iron or Steel~~ S. S. "Stelling" Master (No. of Visits 3)

Tonnage { Gross 799 Vessel built at New. By whom Palmers & Co. When 1876 - 7

Net 492 Engines made at do When 1876 Boilers, when made (Main) 1876 (Donkey)

Registered Horse Power 100 Owners J. Fenwick & Son Port London Voyage

No. of Main Boilers 2 Steam Pressure in Main Boilers 75 lbs. Is Surveyed ~~Afloat or~~ in Dry Dock Limerick (State name of Dock.)

in Donkey Boiler 40

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annl. B.S.

(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 " " " yes.

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? 75 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes.

To what pressure were they afterwards adjusted? 40 lbs.

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

On acc. of the deterioration of shell externally. the press. of Main B. was reduced from 50 lbs. to 40 lbs.

Vessel placed in dry dock, sea cowbns. exd. & found in good condn. Propeller removed, tail shaft found to be much corroded, a new tail shaft has now been fitted. the stern bush renewed, & propeller refitted.

General Observations, Opinion, and Recommendation:— The boilers being now in good & safe (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. 9,02, B.&M.S. 9,02 or L.M.C. 9,02, as the case may be.)

working condn. renders the vessel eligible in my opinion to remain as classed & have the notfn. B. S. 7. 94 recorded.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 24/7 18 94

Survey Fee (per Section 28) £ 7 : 10: Received by me, 26/7/94

Special Damage Fee (per Section 28) £ : : 30

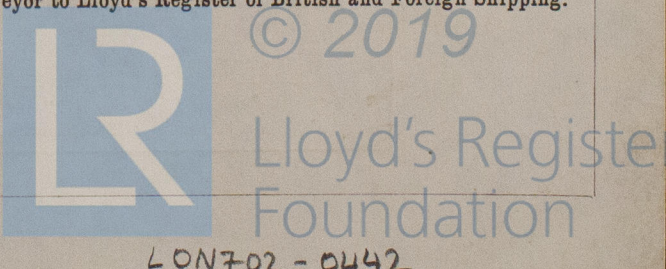
Travelling Expenses (if chargeable) £ : :

*State if Certificate is required

Committee's Minute FRIDAY 27 JUL 1894

Assigned B.S. 7. 94

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



It is submitted that
this vessel is eligible for
THE RECORD B.S. 7, 94

The Steam pressure of the
Donkey Boiler to be now

recorded as 40 lbs

A R R

24-7-94

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.

