

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

Date of writing Report 14. 11. 94 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. 297 Survey held at London Date, First Survey Nov. 8 Last Survey Nov. 16 1894 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel "Casel" Master

Tonnage Gross 448 Net 257 Vessel built at Southton By whom Son. Nav. Wks. When 1891 - 4

Registered Horse Power 95 Engines made at do When 1891 Boilers, when made (Main) 1891 (Donkey)

No. of Main Boilers 1 Owners Weatherly, Mead & Mussey Port London Voyage

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock Lmhc.

in Donkey Boilers 80 (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 Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
-100 A1 1.94		-1 L.M.C. 4.91

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage.

(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?

Do. " Donkey " "

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?

At what pressure were they afterwards adjusted under steam?

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 counter: exd. & found in good condn.  
Stern bush much worn, recomd. bush to be renewed, tail shaft drawn  
exd. found in good condn. stern bush renewed & properly replacd.  
Whilst proceeding to sea, the vessel received further damage by striking  
propeller against a buoy at Gravesend.  
The vessel was redocked and on examination it was found, that  
the propeller shaft was broken off about 30 inches inside the  
after end of the after liner, that the propeller was missing and that  
the guard ring at the after end of the stern bush was broken.  
Repairs A new propeller shaft, propeller and guard ring have now  
been fitted.

General Observations, Opinion, and Recommendation: — As far as seen this vessel  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4,94, B.&M.S. 4,94 or L.M.C. 4,94, 140 lb., F.D., &c.)  
appr. eligible to remain as classed

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	18
Survey Fee (per Section 28).....	£ ✓ : ✓ :		
Special Damage Fee (per Section 28) (2 reports).....	£ 2 : 2 :	Received by me,	28/11/94
Travelling Expenses (if chargeable).....	£ : :		18

\*State if Certificate is required.

Committee's Minute FRIDAY 23 NOV 1894

Assigned as now

ACB Mr Salmon  
Geo. E. Wilkinson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

10-LRP-Form No. 9-7-18 Ink-5,000, 4/4/94.  
(The Surveyor are requested not to write on or below the space for Committee's Minute.)  
side 1. Report is also now sent on the Ship or if not whether, and when, one will be sent.



on account of damage

New Propeller & End

now fitted & in repair  
effected to Stern

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

A R R

22-11-94

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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