

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

(Received at London Office)

W. 3 JAN 1895

Date of writing Report 8. 1. 95 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Dec. 23/94 Last Survey Dec. 27 1894 (No. of Visits 2)

189 on the Machinery of the Wood, Iron or Steel S. S. John O. Scott Master

Tonnage { Gross 859 Net 521 Vessel built at N. Shlds. By whom J. W. Smith When 1874-2

Registered Horse Power 115 Engines made at Nuc. When 1874 Boilers, when made (Main) 1894 (Donkey) 1894

No. of Main Boilers 1 Owners J. O. Scott Port Newcastle Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Union

Steam Pressure in Main Boilers 100 lbs in Donkey Boilers 50

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.	Year Assigned or new required.	Machinery and Boiler Surveys (including date of N.B., if any).
-190A1		I.M.C. 4.94
9.94		
55 Shls. Nos 3-4.94		

Last Survey No. Port

Particulars of Examination and Repairs (if any) London

(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, etc. found in good condition. the propeller & its fastenings sound & the tail shaft a good fit in stern bush. No damage to Engines.

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. 191, B.&M.S. 191 or L.M.C. 191, 190 lb., F.D., &c.)

appears eligible to remain as classed

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

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

\*State if Certificate is required

Committee's Minute FRIDAY 11 JAN 1895

Assigned As now

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

Certificate to be sent to

15-1328-Form No. 9—Transfer Ink—(200) 25/9/94.



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WON 704-0145

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

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much clamped as to spread the ink, or cause it to show through to the other side.

*MA*  
9.1.95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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