

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

(Received at London Office)
 Date of writing Report 28 Dec 1894 When handed in at Local Office 18 Port of London DEC 1894

No. in Reg. Book. Survey held at London Date, First Survey Dec 7 Last Survey Dec 27 1894
 (No. of Visits 3)

152 on the Machinery of the Wood, Iron or Steel S.S. "Neva" Master

Tonnage Gross 1448 Net 903 Vessel built at Sld. By whom S. P. Austin & Sons When 1883-10

Registered Horse Power 140 Engines made at Linc. When 1883 Boilers, when made (Main) 1883 (Donkey)

No. of Main Boilers 1 Owners C. M. Norwood & Co Port London Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 80 lbs. N Surveyed Afloat or in Dry Dock Nelson & River

in Donkey Boilers 52 (State name of Dock.)

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.)

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
-100 A1		-1 LMC. 1.92
7-93		B.S. 6.94
S.S. Ant. No 2-91		

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 combrs. exd. & found in good condn.
 Propeller removed, tail shaft drawn.
 The stern bush renewed & a new propeller now 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. 1.91, B.&M.S. 1.91 or L.M.C. 1.91, 1.92, F.D., &c.)

appears eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 9 Jan 95
 Survey Fee (per Section 28) £ : : Received by me, 9/1/95
 Special Damage Fee (per Section 28) £ 2 : 2
 Travelling Expenses (if chargeable) £ : :
 State if Certificate is required

Committee's Minute TUES. 15 JAN 1895

Assigned

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



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LON704-0151

On account of Damage
New propeller fitted and
stern bush re-wooded

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

AM
10.1.95

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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