

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

(Received at London Office SAT. 9 FEB 1895)

Date of writing Report Feb. 8 1895 When handed in at Local Office London 1895 Port of London

No. in Reg. Book. 321 Survey held at London Date, First Survey Jan 30 Last Survey Feb. 4 1895

on the Machinery of the Wood, Iron or Steel S.S. "ALDBOROUGH." Master Robson

Tonnage { Gross 2314 Net 1518 Vessel built at Port Glasgow By whom Russell & Co. When 1888 7

Registered Horse Power 220 Engines made at Glasgow When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

No. of Main Boilers 2 Owners (J. Woods) Port London Voyage Mediterranean

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Millwall D. & Deptford Green Dry Dock

Steam Pressure in Main Boilers 160 lb. in Donkey Boilers 80 lb.

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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Survey not due

And what parts of the Boilers could not be thus thoroughly examined? No

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? No

At what pressure were they afterwards adjusted under steam? No

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? Completed

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

On account of vessel having been ashore & in ice whilst on a voyage from Nicolaieff to Odessa, the vessel was placed in dry dock. Tail shaft drawn & examined, crank, thrust & tunnel shafting stripped & sea connections overhauled and examined. All found to be in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 12/21 1895

Survey Fee (per Section 28) £ : : Received by me, 13

Special Damage Fee (per Section 28) £ 2 : 2 : 0

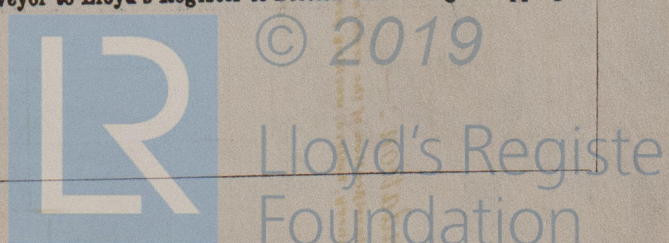
Travelling Expenses (if chargeable) £ 1 : 18 : 0

State if Certificate is required

Committee's Minute TUES. 12 FEB 1895

Assigned As now

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



LON704-0319

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.

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

N.A.
11-2-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation