

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

(Received at London Office.)

23 MAR 95

Date of writing Report March 22 1895 When handed in at Local Office Port of London
No. in Reg. Book. 967 Survey held at London Date, First Survey March 16 Last Survey March 19 1895
on the Machinery of the Wood, Iron or Steel S.S. "ATLANTIS" Master Shoreman
Tonnage { Gross 1426 Net 916 Vessel built at Glasgow By whom J. G. Thomson When 1884 YEAR. MONTH.
Registered Horse Power 134 Engines made at Do. When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
No. of Main Boilers 1 Owners (Scrutton Sons & Co) Port London Voyage West Indies
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Green Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 90 lbs (State name of Dock.)
in Donkey Boilers 55 lbs

Last Survey No. Port
Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and verbatim 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? ✓

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? No

At what pressure were they afterwards adjusted under steam? No

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted? Completed

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

Examined propeller, stem bush, propeller shaft, & sea connections fastenings.

Found two blades of propeller broken off close to the boss, & stem bush slack in tube.

The stem bush was repaired & secured with a key three inches broad, and a new propeller was fitted.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now
(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. 4,04, B.&M.S. 4,04 or L.M.C. 4,04, 140 lb., F.D., &c.)
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
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

*State if Certificate is required

Committee's Minute FRIDAY 29 MAR 1895

Assigned As now

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



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LON704-0463

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

16-1174-Form No. 2—Twentieth Edition—1900, 25/9/04.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

on acct of two propeller blades being
broken off -

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.

A new propeller was fitted.
on acct of the screw a few
moderate repairs were effected to
the machinery

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

N.A

26-3-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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