

No. 56384

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

(Received at London Office.)

Date of writing Report *April 5 1895* When handed in at Local Office *18* Port of *London*

No. in Reg. Book. *392* Survey held at *London* Date, First Survey and Last Survey *April 5 1895*

on the Machinery of the *Wood, Iron or Steel* *S.S. PLESSY* Master *Cott*

Tonnage { Gross *1849* Net *1022* Vessel built at *Blyth* By whom *Hodges & Saulsby* When *1887* YEAR. MONTH. *3*

Registered Horse Power *140* Engines made at *Stockton* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*

No. of Main Boilers *2* Owners *Watts Watts & Co* Port *London* Voyage *Newport, N.A.*

No. of Donkey Boilers *1* If Surveyed *Afloat or in Dry Dock* *Brown Dry Dock* (State name of Dock.)

Steam Pressure— in Main Boilers *80 lbs* in Donkey Boilers *65 lbs*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *100* Port *A-1-7-94*

Particulars of Examination and Repairs (if any) *B.S. Condition*

(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?

To be completed on vessel's arrival at Newport, to which port vessel has now proceeded. Examined Main & Donkey Boilers internally & externally & Safety valves, all found to be in good condition. Examined propeller, Stern Bush & Sea connections & fastenings, all in good condition. To complete the Survey. All Safety valves to be adjusted under steam.

General Observations, Opinion, and Recommendation:— *This vessel's Boilers are now in good condition & in my opinion the vessel will be eligible for record B.S. 4.95 when the survey has been completed.*

Office or Registration Fee (per Sec. 27) £ *2 : 0 : 0*

Survey Fee (per Section 28) £ *2 : 0 : 0*

Special Damage Fee (per Section 28) £ *1 : 16 : 0*

Travelling Expenses (if chargeable) £ *1 : 16 : 0*

Fees applied for

10/4 1895

Received by me, *11/4 95*

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

*State if Certificate is required

Committee's Minute *11 APL 1895*

Assigned *Deferred*

FRI 19 APL 1895

TUES. FEB 11 1896

FRI. FEB 28 1896

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