

No. 56421

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

(Received at London Office WED 24 APR 1895)

Date of writing Report April 21st 1895 When handed in at Local Office

Port of London

No. in Reg. Book. Survey held at London

Date, First Survey

Last Survey April 19th 1895

72 on the Machinery of the Wood, Iron or Steel 10 "Manda"

Master Morn

Tonnage { Gross 1744

Net 1075

Vessel built at Aberdeen

By whom Hall Russell & Co

YEAR. MONTH.

Registered 220

Engines made at Do

When 1881 Boilers, when made (Main) 1885 (Donkey) 1885

No. of Main Boilers 2

Owners J J Kennie & Son

Port Aberdeen

Voyage

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 160

If Surveyed ~~Afloat~~ in Dry Dock Fletcher & Son

(State name of Dock.)

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.Years
since
last
survey.Machinery and Boiler
Surveys
(including date of N.B., if any).

+ 100 A.I.

+ fmc 7.92

Apr 85

N.S. 12.94

S.S. for No 1-92

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

(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?

Propeller and sea connections examined in graving dock and found in good order.

General Observations, Opinion, and Recommendation:—The machinery, as far as

(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. 4,94 or R.L.M.C. 4,04, 140 lb., F.D., &c.)

seen, is in good order and safe working condition and in my opinion eligible to remain as classed in the Register Book

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

Survey Fee (per Section 28) £ :

Special Damage Fee (per Section 28) £ :

Travelling Expenses (if chargeable) £ :

Fees applied for

18

Received by me,

18

*State if Certificate is required

Committee's Minute FRI 26 APR 1895

Assigned

As now.

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



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Lloyd's Register
Foundation

LON 705-0089

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

State if Certificate is required

10-12-1894-Form No. 3-Transfer Ink-5,000, 22/3/94.

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 damped as to spread the ink, or cause it to show through to the other side.

APR
24 4 95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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