

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

WED 5 JUN 1895

Date of writing Report *May 31* 18*95* When handed in at Local Office *London* Port of *London*
 No. in Reg. Book *362* Survey held at *London* Date, First Survey *May 16th* Last Survey *May 30* 18*95*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "MARTIN"* Master *C. Mitchell*
 Tonnage { Gross *844* Net *469* Vessel built at *Newcastle* By whom *C. Mitchell & Co* When *1875* YEAR. MONTH.
 Registered { Horse Power *150* Engines made at *Do.* When *1875* Boilers, when made (Main) *1891* (Donkey) *1891*
 No. of Main Boilers *2* Owners *General Steam Nav. Co.* Port *London* Voyage *Coasting*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Deptford Green Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *72 lbs* (State name of Dock.) *4 in water.*
 in Donkey Boilers *70 lbs*

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.1. 5.94		* N.B. 11.91
SS. LON. h. 3. 1.88		L.M.C. 11.91
h. 1. 91.		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes.*Do. " Donkey " " " *Yes.*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? *Yes.*At what pressure were they afterwards adjusted under steam? *Yes.*Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes.*To what pressure were they afterwards adjusted? *Completed.*

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

Examined Main & Donkey Boilers internally & externally & Safety valves also. Cylinders, Pistons, Slide Valves, Pumps & Condensers, Sea & Bilge connections, Crank, Thrust, & Propeller shafts, propeller & fastenings. Found L.P. Crank shaft flawed in the pin, the propeller shaft wasted at end of after liner, wood in stern bush worn down and propeller broken, otherwise all in good condition.

Repairs. The L.P. Crank shaft and the propeller shaft and the propeller have now been renewed and the stern bush rewooded.

The safety valves have been adjusted under steam to the above pressure.

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now in good condition & in our opinion the vessel is eligible to have record L.M.C. 5.95 in the Register book*

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 28)..... £ *4.10.0*
 Special Damage Fee (per Section 28)..... £ *9.:-*
 Travelling Expenses (if chargeable)..... £ *4.1.:-*

Fees applied for

7.6.1895

Received by me,

15/6/95

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

*State if Certificate is required

Committee's Minute

TUES 11 JUN 1895

Assigned

L.M.C. 5.95

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Lloyd's Register
 Foundation
 LON 705-0337

A new propeller, propeller shaft & half
crank shaft have been fitted on acc
of wear & tear

It is submitted that
this vessel is eligible for
THE RECORD LMC 5.95

JFM
8/6/95

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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