

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

(Received at London Office. *Wed 19 July 1895*)

Date of writing Report *July 12th 1895* When handed in at Local Office *18* Port of *LIVERPOOL* *London*

No. in Reg. Book. *1099* Survey held at *London* Date, First Survey *June 28th* Last Survey *July 5th 1895*

on the Machinery of the *Wood, Iron or Steel* *S.S. "Agalea"* Master *J. Bennett*

Tonnage { Gross *493* Net *270* Vessel built at *Amthurland* By whom *Amthurland & Co. Ltd* When *1886* YEAR. MONTH.

Registered Horse Power *80* Engines made at *Do* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*

No. of Main Boilers *1* Owners *Laurer & Co. Oakley* Port *London* Voyage

No. of Donkey Boilers *1* If Surveyed *Afloat or in Dry Dock* *Commercial Dry Dock*

Steam Pressure in Main Boilers *90* in Donkey Boilers *55*

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

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Damage*

(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 Allowed how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A.1.</i>		<i>+1 Mc 9.93</i>
<i>4.95</i>		<i>B.S. 11.94</i>
<i>2.2 for No 2.94</i>		

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 Surveyor is not complete state what arrangements have been made for its completion?

Must - done

On account of grounding on several occasions in the Gloucester Canal, and at the same time breaking the end off one of the propeller blades with it striking the bank, the following work has been done. The thrust-seating that was found to be loose has been revisited, and thrust-block re-secured in place, crank and tunnel shafting stripped & examined. Propeller shaft drawn in & examined. Stern bush partly re-wooded, line of shafting tested and sea cocks overhauled. Several (5) tubes renewed in condenser and some defective ferrules replaced by new ones. The same propeller was refitted.

General Observations, Opinion, and Recommendation:— *The machinery, as far as seen, is in good order and safe working condition and in my opinion eligible to remain as Classed in the Register Book.*

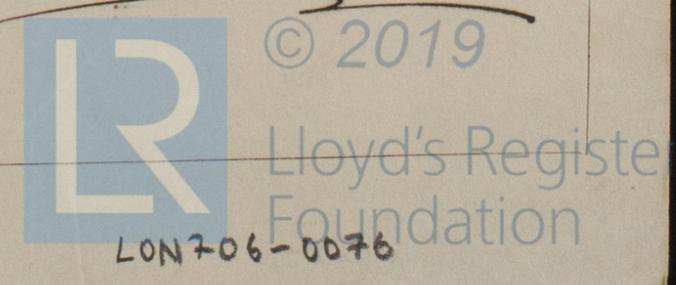
Office or Registration Fee (per Sec. 27)	Survey Fee (per Section 28)	Special Damage Fee (per Section 28)	Travelling Expenses (if chargeable)	Fees applied for
£ : :	£ : :	£ 4 : 4 : 0	£ 0 : 8 : 0	<i>19/7/1895</i>
	<i>less 10/6</i>		<i>3 : 16 : 0</i>	Received by me, <i>19/8/1895</i>

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

* State if Certificate is required

Committee's Minute *TUES 23 JUL 1895*

Assigned *As now*



16—L.R.F.B.—Form No. 3—Transfer Fee—1/600, 22/0/04.
 The Surveyors are requested not to write on or below the space for Committee's Minute.
 If it is required to be sent to the Registrar, it is also now sent to the Registrar, or if not, it is sent to the Registrar.

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

Repairs to engines through wear
& tear.

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.

A.S.

19.7.95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation