

No. 56752

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

(Received at London Office **FRI 19 JUL 1895**)

Date of writing Report **18 July 95** When handed in at Local Office **18 July 95** Port of **London**
 No. in Reg. Book **543** Survey held at **London** Date, First Survey **11 July** Last Survey **18 July 1895**
 on the Machinery of the **Wood, Iron or Steel** **S. S. China** Master **W. H. Penlizen**
 Tonnage { Gross **1429** Net **1441** Vessel built at **Newcastle** By whom **Wigham Richardson & Co** When **1889-5**
 Registered Horse Power **1121** Engines made at **Hull** When **1891** Boilers, when made (Main) **1891** (Donkey) **1891**
 No. of Main Boilers **2** Owners **W. S. Bailey** Port **Hull** Voyage **Sydney**
 No. of Donkey Boilers **1** Steam Pressure in Main Boilers **160 lbs** in Donkey Boilers **60 lbs**
 # Surveyed **Afloat or in Dry Dock** **Fletcher's** (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 Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ B1 2-93 S.S. Hul No 3-6-81 S.S. Hul No 2-90		+ NB. 5-91 L.M.C. 2-93

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

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.

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? **Not open for survey**
 And what parts of the Boilers could not be thus thoroughly examined? **No**
 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? **No**
 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? **No**
 To what pressure were they afterwards adjusted? **See**
 Has the propeller shaft been drawn and examined at this time? **See**
 If the Survey is not complete state what arrangements have been made for its completion? **See**

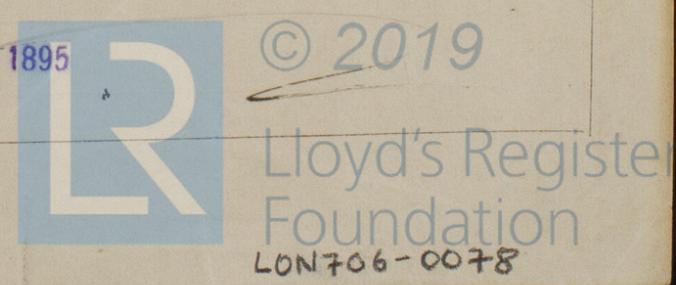
Vessel placed in dry dock. Examined all sea connections & fastenings to same also Stern bush & found satisfactory. Loose blades of propeller (4) badly corroded & broken at tips, renewed. Propeller shaft badly corroded, a new shaft has been fitted.

General Observations, Opinion, and Recommendation:—*The Engines & Boilers of this vessel, so far as seen, are now in a safe working condition & eligible in my opinion 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)	£	
Travelling Expenses (if chargeable)	£	

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

*State if Certificate is required _____
Committee's Minute **TUES 23 JUL 1895** **FRI. 2 AUG 1895**
Assigned **As now**



10—L.R.P.H.—Report No. 9—Transfer, Int.—5/96, 4/97. (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.

Propeller blades & screw shaft renewed
owing to 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