

WED 31 JUL 1895

No. 56793

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

(Received at London Office)

Date of writing Report 30th July 1895 When handed in at Local Office 18 Port of London

No. in Reg. Book. 409 Survey held at London Date, First Survey 5th July Last Survey 10th July 1895

on the Machinery of the Wood, Iron or Steel Twin S.S. "Massachusetts" Master Gates

Tonnage { Gross 5673 Net 3654 Vessel built at Belfast By whom Harland & Wolff When 1892 YEAR. MONTH. 3

Registered Horse Power 611 Engines made at Do. When 1892 Boilers, when made (Main) 1892 (Donkey) ✓

No. of Main Boilers four Owners Atlantic Transport Co. Ltd Port London Voyage New York

No. of Donkey Boilers none If Surveyed Afloat or in Dry Dock Royal Albert dock

Steam Pressure—  
in Main Boilers 175  
in Donkey Boilers ✓

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

Last Survey No. PortParticulars 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.)

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 due for survey.

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?

Has the propeller shaft been drawn and examined at this time?

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

No

Complete

Now done on account of damage through fire stated to have been caused at New York on the 19th June 1895—the cause being unknown. One air fan of Air Engine in N°5 hold renewed and one repaired. Coiling coils removed, cleaned, tested to 300lbs satisfactorily and replaced. Shaft of Air Engine warped now renewed. Five thermometers and fittings renewed. Two bracket lights, one switch block and all wiring in meat chamber renewed.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so

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

far as seen, is in safe working condition and eligible, in my opinion, to remain as classed, without further record of survey.

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ 2 : 2 : 0  
Travelling Expenses (if chargeable) £ 0 : 4 : 0  
£ 1 : 18 : 0

Fees applied for

31. 7. 18 95

Received by me,

16/8/95

R. Elliott

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

\*State if Certificate is required

Committee's Minute

FRI. 2 AUG 1895

Assigned



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LON706-0136



Repairs to Refrigerating apparatus  
owing to damage by fire.

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 shew through to the other side.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

A.S.

31. 7. 95.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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