

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

No. 56809

Date of writing Report Aug 2 1895 When handed in at Local Office London (Received at London Office SAT. 3 AUG 1895)
 No. in Reg. Book. 160 Survey held at London Date, First Survey July 31st Last Survey Aug 2 1895
 on the Machinery of the Wood, Iron or Steel S.S. NEVA Master Blagdan
 Tonnage { Gross 1448 Net 903 Vessel built at Sunderland By whom S.P. Austin & Sons When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 Registered Horse Power 155 Engines made at Newcastle Owners C. M. Heywood & Co Port London Voyage Baltic
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Millwall Dock
 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 50 lbs in Donkey Boilers 50 lbs

Last Survey No. 5848 Port London

Particulars of Examination and Repairs (if any) B.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

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 Aboard how applied.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 R. 1. 2. 95.		* L.M.C.
SSANT No 2. 91.		1. 92.
		B.S. 6. 94.

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?

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?

Examined Main and Donkey Boilers internally externally and Safety valves, all found to be in good condition.

General Observations, Opinion, and Recommendation:—This vessel's Boilers are now in
 (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. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, 140 lb., F.D., &c.)
good condition & in my opinion the vessel is eligible for record B.S. 8.95.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 1 10 0
 Special Damage Fee (per Section 28) £ 0 3 0
 Travelling Expenses (if chargeable) £ : :
 Less 10% 1 7 0

Fees applied for

7 18 1895

Received by me,

18 95

* State if Certificate is required

Committee's Minute

Assigned

FRI. 9 AUG 1895

B.S. 8.95

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



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LON706-0162

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

* Certificate to be sent to

16-LRPH-Report No. 9-Transfer Ink-5,000, 3/4/95.
 (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.

A. R. H.
7.8.95

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 shew through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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