

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

(Received at London Office MON. 19 AUG 1895)

Date of writing Report Aug 17 1895 When handed in at Local Office 18 Port of London.

No. in Reg. Book. Survey held at London. Date, First Survey Aug 14th Last Survey Aug 17 1895

296 on the Machinery of the Wood, Iron or Steel S.S. VIRGINIA PEIRANO. Master Pidgeon.

Tonnage { Gross 2,098 Net 1,340 Vessel built at Sunderland By whom J. Blumer & Co. When 1891 7.

Registered Horse Power 194 Engines made at Glasgow. When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers 2 Owners. Braila S. S. Co. Ltd Port London Voyage Cardiff.

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Millwall Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 lbs in Donkey Boilers 80 lbs

Last Survey No. Port Particulars of Examination and Repairs (if any) Part. S.P. No. 1.

(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? Yes.

Do. " Donkey " " No.

If this was not done, state for what reasons? Donkey Boiler in use.

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? Not yet adjusted.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No.

To what pressure were they afterwards adjusted? No.

Has the propeller shaft been drawn and examined at this time? No.

If the Survey is not complete state what arrangements have been made for its completion? The vessel has now left for Cardiff at which port the Survey will be continued.

Examined Main Boilers internally & externally & safety valves, also 4-2-2 P. cylinders & pistons, Pumps & Condenser, crank, Thrust, & Main Shafting (except the crank pins), all found to be in good condition.

To complete the Survey. The Donkey Boiler & its safety valves & the examined L.P. cylinder & piston, all slide valves, & crank pins & the examined, all safety valves & the adjusted under steam, the sea connections & the examined & if deemed necessary the tail shaft & the drawn for examination.

General Observations, Opinion, and Recommendation: This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel will be eligible for record L.M.C. 8.95 when the Survey has been completed as above.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 24/8/1895

Survey Fee (per Section 28) £ 4 10 0

Special Damage Fee (per Section 28) Less 0 £ : 9 0

Travelling Expenses (if chargeable) £ 4 1 0

Received by me, 26/8/1895

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

*State if Certificate is required

Committee's Minute FRI. 23 AUG 1895 FRI. 30 AUG 1895

Assigned Deferred

Report is also now sent on the Ship, if not whether, and when, one will be sent.

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