

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

(Received at London Office SAT. 24 AUG 1895)

Date of writing Report Aug 23 1895 When handed in at Local Office 18 95 Port of London
 No. in Reg. Book 219 Survey held at London Date, First Survey July 30 Last Survey Aug 22 1895
 on the Machinery of the Wood, Iron or Steel S.S. MARA Master Jenkins
 Tonnage { Gross 1448 Net 927 Vessel built at Newcastle By whom Falmers Co. Lin. When 1853 YEAR. MONTH. 12
 Registered Horse Power 140 Engines made at Do. When 1853 Boilers, when made (Main 1853 (Donkey) 1853
 No. of Main Boilers 2 Owners Demarara Berlice B.C. Port London Voyage West Indies
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock India B. Lin. India Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 8 1/2 lbs in Donkey Boilers 6 lbs

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage 100 A.1. 3.95 L.M.C. 4.92
SS. Lon No 2.92 BS. 9.94
(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? Survey not due.
 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? No.
 At what pressure were they afterwards adjusted under steam? No.
 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? Yes. Completed.
 If the Survey is not complete state what arrangements have been made for its completion?

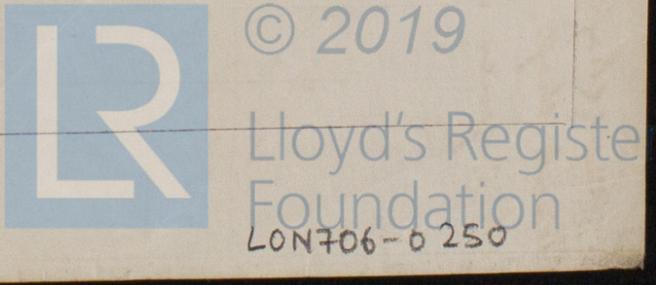
Damage sustained through straining during heavy weather & grounding at Berlice whilst on a voyage to Berlice & back to London.
 On examination found H.P. crank pin slack in webs, turning gear broken (this damage was sustained while repairing broken thrust shaft at sea) Bilge pump chamber broken & plunger slack on rod, Metal run out of crank shaft bearings. 44 main bearing bolts slack & thread of same stripped.
 The spare crank shaft has now been fitted, new turning gear fitted, new bilge pump chamber & plunger fitted, the crank shaft bearings have been remetalled & the defective main bearing bolts have been renewed.
 A new thrust shaft and thrust block were fitted at Grenada.
 The tail end shaft was drawn in found to be badly worn at after end of after liner.
 A new tail shaft has now been fitted & the stem bush has been rewooded.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now (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.)
as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for	24/81 18 95
Survey Fee (per Section 28)	£ : :	Received by me,	28/81 18 95
Special Damage Fee (per Section 28)	£ 3 : 3 : 0		
Travelling Expenses (if chargeable)	Less 10% £ 6 : 0		
	2 : 17 : 0		

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

Committee's Minute TUES. 27 AUG 1895
 Assigned As now



16-LRPB-Report No. 9-Transit Ink-6,000, 3,4,90.
 This Surveyor are requested not to write on or before the space for Committee's Minute.
 If not whether, and when, one will be sent.

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

Seer shaft renewed owing to wear
Crank shaft renewed & slight repairs
to engines owing to damage

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.

[Signature]

26.8.95.

[Handwritten signature]

0.1.18
0.2.18
0.3.18

[Main body of handwritten text, including 'LONDON' and 'MAY 1895']

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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