

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

(Received at London Office

SAT. 31 AUG 1895

Date of writing Report *26 Aug 95* When handed in at Local Office *30/87* is *18* Port of *LONDON*
 No. in Reg. Book *677* Survey held at *London* Date, First Survey *26 Aug 1895* Last Survey *26 Aug 1895*
 on the Machinery of the *Wood, Iron or Steel* *British Empire* Master *W. H. H. H.*
 Tonnage (Gross *3070* 1971) Vessel built at *Belfast* By whom *Harland & Wolff* When *1889* 4
 Registered Horse Power *305* Engines made at *When 89 Boilers, when made (Main) 89 (Donkey) 89*
 No. of Main Boilers *2* Owners *British Shipowners Co. Ltd* Port *Liverpool* Voyage *Boston*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *in Millwall Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *160* (State name of Dock.)
 in Donkey Boilers *70*

Last Survey No. *10041* Port *3.95*

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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?

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?

Survey has been of this vessel in dry dock and on account of damage by the Propeller striking some hard substance on the 15th July last

Produce as damage repairs. Two new Blades fitted to Propeller. Stern-Bush examined and found good. As ordinary examination and repairs. Outside fastenings of Sea Connections found good. Two new Blades fitted to Propeller.

General Observations, Opinion, and Recommendation:—

(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. 4,04, B.M.S. 4,04 or S.L.M.C. 4,04, 140 lb. S.D., &c.)

The Machinery of this vessel so far as has been seen is in good condition and in very efficient condition to remain as classed without further repair.

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)	£	:	:	
				Received by me,
				18

*State if Certificate is required

Committee's Minute *TUES. 3 SEP 1895*Assigned *As now*

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



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It is submitted that
this vessel is eligible to
~~be~~ AS CLASSED.

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.

On account of Damage two
new propeller blades fitted.

M.S.
31.8.95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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