

No. 56983

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

(Received at London Office THUR, 3 OCT 1895)

Date of writing Report 2 October 1895 When handed in at Local Office 18. Port of London

No. in Reg. Book. 722 Survey held at London Date, First Survey 11 Sept Last Survey 28 Sept 1895

on the Machinery of the Wood, Iron or Steel S.S. Buccaneer Master E. Bove

Tonnage Gross 939 Net 653 Vessel built at Kinghorn By whom J Scott & Co When 1890-5

Registered Horse Power 182 Engines made at Kirkcaldy When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers one Owners Buccaneer S.S. Co (Ltd) Port London Voyage Cardiff

No. of Donkey Boilers two Steam Pressure in Main Boilers 156 lbs in Donkey Boilers 90 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 5642 Port London Particulars 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 Open for Survey

And what parts of the Boilers could not be thus thoroughly examined? No

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? No

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? 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? No

Damage stated to have been sustained while on voyage from Carabane to Marseilles, vessel struck & remained aground for 15 minutes.

Crank shaft lifted, tried for truth and relined. One Intermediate Connecting Rod brass (top end) found broken has been renewed. All Bokeh (3) Slide shoes found scored & metal run, have been refilled with Patent metal. Levers found slack on Gudgeon, a new Gudgeon has been fitted. Crank shaft examined & found sound.

General Observations, Obinion, and Recommendation: The Engines & Boilers, so far as seen, of this vessel are now in a safe working condition & eligible in my opinion to remain as classed.

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

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 4.9.1895

Survey Fee (per Section 28) £ : : Received by me, 27/10/1895

Special Damage Fee (per Section 28) £ 2:2:0

Travelling Expenses (if chargeable) less 10% £ 0:4:0

£ 1:18:0

\* State if Certificate is required

Committee's Minute TUES, 8 OCT 1895

Assigned As now

Signature: Thomas Blackie Engineer Surveyor to Lloyd's Register of British and Foreign Shipping

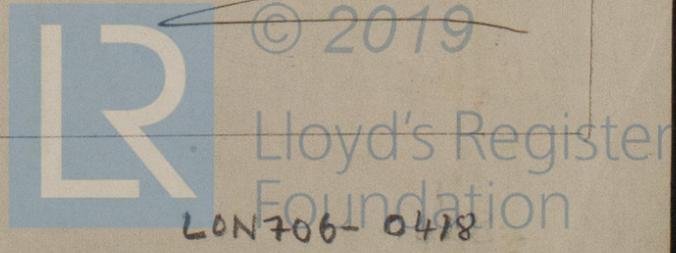
State if Certificate is required

Committee's Minute

Assigned

State if a Report is also now sent on the Survey of not whether, and when, one will be sent.

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



LON 706-0478

