

No. 57120

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

Date of writing Report 21st Nov. 95 (When handed in at Local Office 18th Nov. 95) Port of London

No. in g. Book. Survey held at London Date, First Survey 16th Nov. 95 Last Survey 18th Nov. 95

102 on the Machinery of the Wood, Iron or Steel S. S. "Appomattox" Master H. Holland

Gross Tonnage 2875 Net 1821 Vessel built at West Hartlepool By whom Furness, Withy & Co. When 1893 9

Registered Horse Power 412 Engines made at Hartlepool When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

No. of Main Boilers 2 Owners Chesapeake & Ohio S. S. Co. Ltd. Port W. Hartlepool Voyage Newport News

No. of Donkey Boilers one Steam Pressure 160. If Surveyed Afloat or in Dry Dock Royal Albert Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port Particulars of Examination and Repairs (if any) Condition

(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 due for survey.

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? Not adjusted

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

To what pressure were they afterwards adjusted? Not adjusted

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

If the Survey is not complete state what arrangements have been made for its completion? Propeller & sea-connection fastenings examined and found in order. Steel propeller blades now replaced with bronze blades.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without fresh record of survey.

(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. 1,01, B.&M.S. 1,01 or S.L.M.C. 1,01, 140 lb., F.D., &c.)

Office or Registration Fee (per Sec. 27) £ : Survey Fee (per Section 28) £ : Special Damage Fee (per Section 28) £ : Travelling Expenses (if chargeable) £ :

Fees applied for 18 Received by me, 18

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

*State if Certificate is required

Committee's Minute TUES. 26 NOV 1895

Assigned as now



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Lloyd's Register Foundation

LN 707-0152

The Steel propeller blades now replaced
with bronze blades.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

M.S.
23.11.95

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 show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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