

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

No. 57194

WED. DEC 11 1895

(Received at London Office)

Date of writing Report 7<sup>th</sup> Dec 1895 When handed in at Local Office 7<sup>th</sup> Dec 1895 Port of London  
No. in Reg. Book. Survey held at London Date, First Survey 6<sup>th</sup> Dec Last Survey 7<sup>th</sup> Dec 1895  
7 on the Machinery of the Wood, Iron or Steel S. S. "Kaffir" Master L. H. Bean  
Tonnage Gross 2716 Net 1774 Vessel built at Mibros By whom R. Dixon & Co When 1872. 8-  
Registered Horse Power 283 Engines made at H. Wood When 92 Boilers, when made (Main) 92 (Donkey) 92  
No. of Main Boilers 2 Owners M. M. M. Bros Port London Voyage S. African Port  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Afloat and in Dry Dock India Dry Dock  
in Donkey Boilers 90 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(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?

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?

Boilers not under Survey.  
Yes but not seen by me. Survey complete.  
Have done: Propeller and outside fastenings, of sea connections examined and found satisfactory. Stern-bush part re-wooded. Tail Shaft in good order as seen by me. The same has now been drawn in and examined as above.

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 L.M.C. 4,04, 140 lb., F.D., &c.)

The machinery of this vessel is in good order so far as now seen and, in my opinion, eligible to remain as classed, without further record.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
Received by me, 18

\*State if Certificate is required.

Committee's Minute

Assigned

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

FRI. DEC 20 1895



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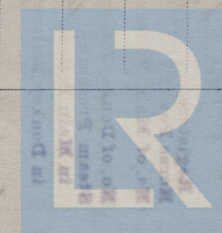
In account of wear & tear. Stem bush partly  
unwooded.

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

Ms.  
17.12.95

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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