

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

(Received at London Office MON. DEC 23 1895)

Date of writing Report *19 Dec 1895* When handed in at Local Office *20 Dec 1895* Port of *London*
 No. in Reg. Book. *300* Survey held at *London* Date, First Survey *7 Dec 1895* Last Survey *19 Dec 1895*
 on the Machinery of the *Wood, Iron or Steel* *H. Sargasso* Master *A. G. Taylor*
 Tonnage Gross *1441* Net *727* Vessel built at *Glasgow* By whom *J. G. Thomson* When *1883* YEAR. MONTH. *5-12*
 Registered Horse Power *164* Engines made at *"* When *83* Boilers, when made (Main) *83* (Donkey) *83*
 No. of Main Boilers *1* Owners *Scrutton Bros & Co* Port *London* Voyage *New Indies*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *after 9 in India* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *95 lb* in Donkey Boilers *30 lb* (State name of Dock.) *Dry Dock*

Last Survey No. *Luc* Port *London*Particulars of Examination and Repairs (if any) *Luc 12.95*

(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. " " " " " " " "

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

Completed with new Donkey Boiler fitted
Propeller: Cylinders and Pistons found in satisfactory condition
Slide Valves examined. The H & I Slide is slightly worn but is still
efficient - it is arranged that a new one will be fitted within nine
months. All Pumps examined and found good with exception of the
Air Pump. Bucket Valve Stuck and fitted to same and this Pump made
efficient. Crank, Thrust, Tunnel and Tail Shafts examined & found
satisfactory. Stern-Bush, Propeller and Sea Connections and their
fastenings, also Pumping arrangements examined and found in
satisfactory condition. Bilge Injection Valve, which is Buckhead
examined and now good.

Main Boiler examined and found to be generally in satisfactory
condition. Donkey Boiler examined. Shell Plating drilled
and found to average not under 1/4" in thickness. The Safety Valves
now adjusted to 30 lbs per square inch and it is arranged that a new
Donkey Boiler will be fitted on board on vessel's return from present voyage.

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, 94, B.&M.S. 4, 94 or L.M.C. 4, 94, 140, 17, F.D., &c.)

The Machinery of this vessel is in satisfactory condition and in my
*opinion eligible to remain as classed with fresh record of *Luc 12.95**
Subject to new H & I Slide being fitted within and a new Donkey Boiler
put on board in three months. Please see notice to Owners attached.

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £ *4:10*Special Damage Fee (per Section 28) £ *9*Travelling Expenses (if chargeable) £ *4:1*

Fees applied for

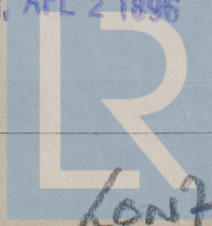
24/12/1895

Received by me,

28/5/1896

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

State if Certificate is required

Committee's Minute *FRI. DEC 27 1895**TUES. MAR 24 1896**THUR. APR 2 1896**TUES. JUN 23 1896**TUES. MAY 19 1896*Assigned *+ Luc 12.95**subject*Lloyd's Register
Foundation

On account of wear & tear slight repairs effected to Engines

It is submitted that
this vessel is eligible for
THE RECORD

LMC. 12.95. Subject

to the Donkey Boiler being again examined &
renewed within 3 months and the
H.P. Side Valve examined or renewed
within nine months.

Mr.
24.12.95

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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