

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

(Received at London Office)

MON. DEC 23 1895

Date of writing Report 21<sup>st</sup> Dec 95 When handed in at Local Office 18 Port of London

No. in Reg. Book. 80 Survey held at London Date, First Survey 19 Dec Last Survey 19 Dec 1895

on the Machinery of the Wood, Iron or Steel S. Zug Warrior Master W. M. Jameson

Tonnage { Gross 190 Net 87 1/2 Vessel built at South Shields By whom J. P. Arnold & Sons When 1895 - 3

Registered Horse Power 98 Engines made at South Shields When 1895 Boilers, when made (Main) 1895 (Donkey) ✓

No. of Main Boilers one Owners Dick & Page Port London Voyage ✓

No. of Donkey Boilers none Steam Pressure in Main Boilers 160 ✓ Surveyed in Dry Dock Fletcher's (State name of 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 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? 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?

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?

Issue placed in Dry Dock. Examined propeller, Bush & all sea Connection fastenings & found satisfactory.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel

(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. 404, B.M.S. 404 or L.M.C. 404, 120 lb., F.D., &c.)

As far as seen, is now in a safe working condition & eligible in my opinion to remain as classed.

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. DEC 31 1895

Assigned

As now

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



It is submitted that  
this vessel is eligible to  
remain 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 show through to the other side.

ms.  
30.12.95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation