

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

Date of writing Report 18th Dec 1895 When handed in at Local Office 19th Dec 1895 Port of London
No. in Reg. Book. Survey held at London Date, First Survey and Last Survey 17th Dec 1895
183 on the Machinery of the Wood, Iron or Steel S.S. "Afrikander" Master R. Johnson
Tonnage Gross 2755 Net 1793 Vessel built at Middlesbrough By whom R. Dixon & Co When 1892. 3.
Registered Horse Power 983 Engines made at M. & L. When 92 Boilers, when made (Main) 92 (Donkey) 92
No. of Main Boilers 2 Owners McQuillan Bros. Port London Voyage C of Good Hope
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock in Main Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers 90 lb

Last Survey No. Port
Particulars of Examination and Repairs (if any) While in Dry Dock 100 H.P. 7.95. 12 Dec. 3.92.
(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 date and initials of any letters respecting this case.)

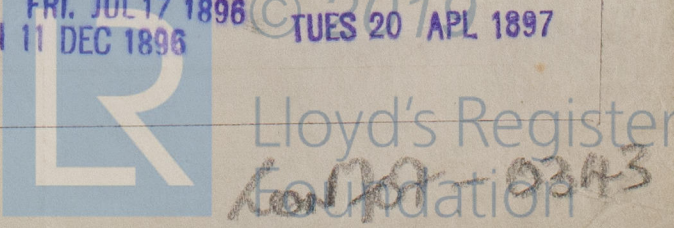
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " " "
If this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal examination, 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?
no. Survey complete.
Now done: - Propeller, Stern-bush and all outside fastenings of sea connections examined and found satisfactory.

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. 1, 94, B.&M.S. 1, 94 or L.M.C. 1, 94, 140 lb., F.D., &c.)
The machinery of this vessel as far as now examined is in good condition and in my opinion eligible to remain as classed without fresh record.

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

State if Certificate is required
Committee's Minute FRI. JAN 10 1896 TUES. MAY 5 1896 FRI. JUL 17 1896 FRI. 11 DEC 1896 TUES 20 APR 1897
Assigned as now



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.

Ans.
7.1.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation