

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

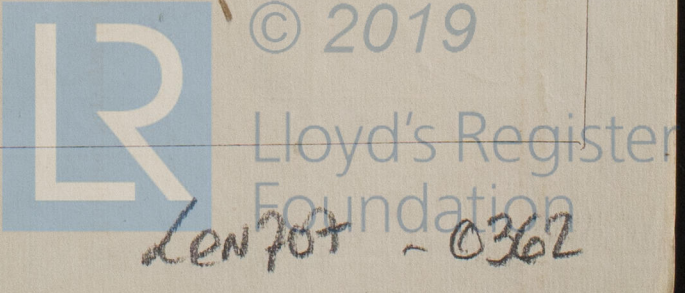
Date of writing Report 6th July 1896 When handed in at Local Office 7th July 1896 Port of London
No. in Reg. Book. 123 Survey held at London Date, First Survey and Last Survey 2nd July 1896
on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Julia" Master J. G. Biss
Tonnage Gross 2946 Net 1787 Vessel built at Middlesbrough By whom A. Dixon & Co When 1892. #.
Registered Horse Power 283 Engines made at H. pool When '92 Boilers, when made (Main) '92 (Donkey) '92
No. of Main Boilers 2 Owners British Colonial Shipping Co Port London Voyage Natal.
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Millwall Dry Dock
in Donkey Boilers 70
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 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?
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 now under survey.
Survey complete.
Now done: Propeller, Stern-bush and all outside fastenings of Sea Connection examined and found in good order.

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. 9,95, E.&M.S. 9,95 or R.L. M.C. 9,95, 100 lb., F.D., &c.)
The machinery of this vessel so far as now examined is in good condition and in my opinion, eligible to remain as classed, without fresh records.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18
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
FRI, JAN 10 1896



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.

Ins.
8.1.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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