

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

Date of writing Report 6<sup>th</sup> July 1896 When handed in at Local Office 7<sup>th</sup> July 1896 Port of London  
No. in Reg. Book 226 Survey held at London Date, First Survey 28<sup>th</sup> Dec 1895 Last Survey 6<sup>th</sup> July 1896  
on the Machinery of the ~~Wood~~ Iron or Steel ~~S.S. "Seregrine"~~ Master ~~B. Randall~~  
Tonnage Gross 1664 Net 805 Vessel built at ~~London~~ By whom ~~Thomson & Co. Ltd~~ When 1892. 6  
Registered Horse Power 426 Engines made at ~~"~~ When '92 Boilers, when made (Main) '92 (Donkey) '92  
No. of Main Boilers 2 Owners ~~Genl. Messrs. Waig. Co.~~ Port ~~London~~ Voyage ~~Bordeaux~~  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 165 lb. If Surveyed Afloat or in Dry Dock ~~Afloat in Millwall Dry Dock~~  
in Donkey Boilers 80

Last Survey No. Port  
Particulars of Examination and Repairs (if any) ~~While in dry dock~~ ~~100 At 10'95~~ ~~12.6.92~~  
(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? ~~Do.~~  
If the Survey is not complete state what arrangements have been made for its completion? ~~Survey complete.~~  
~~Now done.~~ Propeller Stern-bush and all outside fastenings of sea connections examined and found in good order.

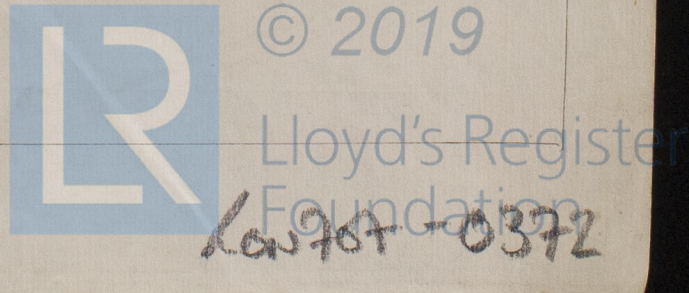
General Observations, Opinion, and Recommendation:—  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or S.L. M.C. 9,95, 140 lb., F.D., &c.)  
The Machinery of this vessel so far as now examined is in good order 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, 18

\*State if Certificate is required  
Committee's Minute  
Assigned

TUES. JAN 14 1896  
FRI FEB 21 1896  
TUES. MAR 3 1896

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.

*Ans.*  
10.1.96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation