

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

(Received at London Office

TUES. JAN 14 1896

Date of writing Report *11th Jan 1896* When handed in at Local Office *13th Jan 1896* Port of *London*
 No. in Reg. Book. *497* Survey held at *London* Date, First Survey *Apr 22 1895* Last Survey *7th May 1896*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Marapora* Master *J. D. Cameron*
 Tonnage Gross *2464* Net *1619* Vessel built at *Greenock* By whom *Scott & Co.*
 Registered Horse Power *309* Engines made at *Greenock* When *74* Boilers, when made (Main) *'83* (Donkey) *'83*
 No. of Main Boilers *2* Owners *R. Varty* Port *Glasgow* Voyage *Middleboro*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in Middlesboro*
 Steam Pressure in Main Boilers *70 lbs* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *70 lbs*

Last Survey No. *S. S. No 2* Port *London*Particulars of Examination and Repairs (if any) *S. S. No 2*

(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? *yes.*Do. " Donkey " *yes.*If this was not done, state for what reasons? *The Donkey Boiler has been removed from this vessel.*And what parts of the Boilers could not be thus thoroughly examined? *Donkey Boiler at present in*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? *yes.*Did the Surveyor examine the Safety Valves of the Main Boiler? *yes.*At what pressure were they afterwards adjusted under steam? *Not now adjusted to be done at Middleboro*Did the Surveyor examine the Safety Valves of Donkey Boiler? *Surveyors there advised*To what pressure were they afterwards adjusted? *yes.*Has the propeller shaft been drawn and examined at this time? *yes.*If the survey is not complete state what arrangements have been made for its completion? *To be completed at Middleboro.*

Two more - Cylinders and Pistons examined. The high pressure cylinder in way of the side face is slightly cracked. Iron Metal patches are fitted over these cracks and the cylinder is efficient at present. Sides examined and found good. Condensers and all Pumps are in satisfactory condition. The former has now been tested. Crank House and Tunnel Shafting examined and found good. The Tail Shaft Stern-bush and all Sea Connections examined & found in satisfactory condition. Propeller examined and found good. Bilge Suction-pipes and Roses overhauled and repaired. Engines tried under steam in Port.

Main Boilers examined and found to be generally in satisfactory condition.

To complete this survey new pressure gauges to be fitted to Boilers. All safety valves tested under steam. Repairs to stockhook platform completed. The branch steam pipe to main of Starb' Ford Boilers repaired.

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 L. M.C. 9,95, 140 lb., F.D., &c.)

It is respectfully recommended that the H.P. cylinder be again examined in Seven Months, Copy of Notice to Owners attached herewith.

*The Machinery of this vessel is in our opinion eligible to remain as classed. With fresh record of *Dec. 1. 96* when this survey is completed.*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *5.10.11*
 Special Damage Fee (per Section 28) £ *4.19.11*
 Travelling Expenses (if chargeable) £ : :

Fees applied for

14/11 1896

Received by me,

15.1.1896

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

*State if Certificate is required

Committee's Minute

Assigned

FRI. JAN 17 1896

TUES. JAN 28 1896

FRI. FEB 7 1896

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Lloyd's Register

Foundation

Note limit

State if a Report is also now sent on the Ship

Certificate to be sent to

16-17/9/96- Transfer Ink.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

57284. Jan.

in way of slight-leak in body of pipe also the Duckey
Engine Pump tried to all its connections.

It is arranged that the above will be done in Newcastle on 6
which port the vessel has sailed. The owner and Nibbs
Surveyors have been advised, please see copies of letters
attached.

D. Reiche.