

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

(Received at London Office) FRK JAN 17 1896

Date of writing Report 15 Jan 96 1896 When handed in at Local Office London is 18 Port of London

No. in Reg. Book 391 Survey held at London Date, First Survey 9 Jan Last Survey 15 Jan 1896 (No. of Visits)

on the Machinery of the Wood, Iron or Steel S.S. Survey Master J Taylor

Tonnage { Gross 1353 Net 881 Vessel built at Hull By whom Silbert & Cooper When 1872 - 1

Registered 167 Engines made at Hull When 1872 Boilers, when made (Main) 1881 (Donkey)

No. of Main Boilers 2 Owners W. S. Bailey Port Hull Voyage Baltic

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 72 lbs IT Surveyed Afloat or in Dry Dock Newall Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 45 lbs (State name of Dock.)

Last Survey No. 16328 Port London

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 90 A. 3.94</u>		<u>SM C. 4.93</u>
<u>S.S. Lon No 3. 8. 84</u>		<u>+ NB 81</u>
<u>S.S. Lon No 2 - 93</u>		<u>B.S. 3.95</u>

Particulars of Examination and Repairs (if any) Air pump rod lining

(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? 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? No ✓

If the Survey is not complete state what arrangements have been made for its completion? ✓

The Air pump rod has been turned, lined with Metal & refitted.

General Observations, Opinion, and Recommendation:— The Machinery, so far as seen, is now in a safe working condition and eligible in my opinion to remain as classed.

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				18
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				
Received by me,				

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

* State if Certificate is required

Committee's Minute TUES. JAN 21 1896

Assigned as above



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

10-L.A.P.H.—Report No. 9—Transfer Ink—3,000, 3/4, 1/6.

(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.

The Air Pump rod has now been sheathed with yellow metal.

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 shew through to the other side.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

Pms.
17.1.96


THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation