

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

(Received at London Office)

Date of writing Report *31<sup>st</sup> Jan 1896* When handed in at Local Office *31<sup>st</sup> Jan 1896* Port of *London* SAT. 1 FEB 1896  
 No. in Reg. Book. *337* Survey held at *London* Date, First Survey *30<sup>th</sup> Jan 1896* Last Survey *30<sup>th</sup> Jan 1896*  
 on the Machinery of the *Wood, Iron or Steel* *J. T. Ponne Castle* Master *W. H. Harris*  
 Tonnage { Gross *4046* Net *2613* Vessel built at *Glasgow* By whom *Barclay, Curle & Co* When *1890* YEAR. MONTH.  
 Registered Horse Power *479* Engines made at *D. Currie & Co* When *90* Boilers, when made (Main) *90* (Donkey) *90*  
 No. of Main Boilers *1* Owners *D. Currie & Co* Port *Frisson* Voyage *C of G Age*  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *In Green's Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure— in Main Boilers *160 lb* in Donkey Boilers *65*

Last Survey No. Port

## Particulars of Examination and Repairs (if any)

(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?

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

*Survey complete.*  
*Prodone: 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, E.S. 9,95, E.&M.S. 9,95 or G.L. M.C. 9,95, 140 lb., F.D., &c.)

*The Machinery of this vessel, so far as has been examined, is in good order and in my opinion eligible to remain as classed without fresh record.*

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

\*State if Certificate is required

Committee's Minute

TUES. FEB 11 1896

Assigned

D. Pittman

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



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LON708-0022



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

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Ind  
10.2.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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