

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

Date of writing Report 11 Feb'y 1896 When handed in at Local Office 11 Feb'y 1896 (Received at London Office WED. FEB 12 1896)  
No. in Reg. Book 63 Survey held at LONDON Date, First Survey 11 Feb'y 1896 and Last Survey 11 Feb'y 1896  
on the Machinery of the Wood, Iron or Steel T. S. Chuea Master A. W. Clark  
Tonnage { Gross 2876 Net 1736 Vessel built at Middlebro By whom R. Dixon & Co When 1889 1  
Registered Horse Power 349 Engines made at Frank When 89 Boilers, when made (Main) 89 (Donkey) 89  
No. of Main Boilers 1 Owners A. W. Clark Port LONDON Voyage Melbourne  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In Green Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Steam Pressure in Main Boilers 180 lb in Donkey Boilers 80

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) While in dry dock  
(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? Yes  
If the Survey is not complete state what arrangements have been made for its completion? Survey Complete.  
Now done: Propeller turn-bush and all outside fastenings of sea connections examined and found satisfactory.  
Boilers not under survey.

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. 4, 94, B.&M.S. 4, 94 or L.M.C. 4, 94, 140 lb. F.D., &c.)  
The Machinery of this vessel so far as now seen is in good condition and in my opinion, eligible to remain as classed, without fresh record.

Office or Registration Fee (per Sec. 27)..... £ : : 18	Fees applied for
Survey Fee (per Section 28)..... £ : : 18	
Special Damage Fee (per Section 28)..... £ : : 18	
Travelling Expenses (if chargeable)..... £ : : 18	
Received by me, <u>D. R. Smith</u> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.	
*State if Certificate is required _____	
Committee's Minute <u>TUES. FEB 18 1896</u>	
Assigned <u>As now</u>	



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 shew through to the other side.

Encl.  
17.2.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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