

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

(Received at London Office **WED. FEB 12 1896**)

Date of writing Report *11 Feb'y 1896* When handed in at Local Office *11 Feb'y 1896* Port of *Southern*

No. in Reg. Book *63* Survey held at *LONDON* Date, First Survey *11 Feb'y 1896* and Last Survey *8 Feb'y 1896*
 on the Machinery of the *Wood, Iron or Steel* *S. S. "Cluea"* Master *A. W. Cook*

Tonnage Gross *2876* Net *1736* Vessel built at *Middlesbro* By whom *R. Dixon & Co* When *1889* YEAR. MONTH.

Registered Horse Power *349* Engines made at *Sheff* When *89* Boilers, when made (Main) *89* (Donkey) *89*

No. of Main Boilers *1* Owners *A. Cook* Port *LONDON* Voyage *Melbourne*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *in Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers *150 lb* in Donkey Boilers *20*

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *While in dry dock* *100 At 8.95* *11 Feb'y 1896* *100 At 2.95* *11 Feb'y 1896*

(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? *no.*

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

Boilers not under survey.

Now done: Propeller turned over 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, B.S. 4, 94, B.&M.S. 4, 94 or L.M.C. 4, 94, 140 lbs. 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.

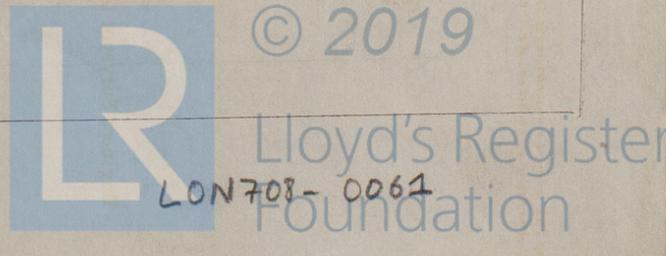
	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 23)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				18
Received by me,				

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

*State if Certificate is required _____

Committee's Minute **TUES. FEB 18 1896**

Assigned *As now*



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

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

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.

Ins.
17.2.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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