

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

No. 57447

THUR, MAR 5 1896

(Received at London Office)

Date of writing Report 3rd March 1896 When handed in at Local Office 18 Port of London

No. in Reg. Book. 391 Survey held at London Date, First Survey 26 Feb Last Survey 28 Feb 1896

on the Machinery of the Wood, Iron or Steel S.S. "Envy" Master J. Taylor (No. of Visits 3)

Tonnage Gross 1353 Net 981 Vessel built at Hull By whom Gilbert & Cooper When 1872 - 1

Registered Horse Power 164 Engines made at Hull When 1872 Boilers, when made (Main) 1881 (Donkey) 1881

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

No. of Donkey Boilers one Surveyed Afloat or in Dry Dock Union (State name of Dock.)

Steam Pressure in Main Boilers 72 lbs in Donkey Boilers 45 lbs

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(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? Yes

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

Reel placed in dry dock. A new propeller with 4 loose blades has been fitted, about 18" being broken off 2 blades in old propeller (solid). The propeller shaft was found down about 9/16" in stern bush, it has been drawn & examined and found badly fractured at fore end of after liner circumferentially, the after liner was also found split from end to end and the fore liner loose on shaft, The spare propeller shaft has been fitted. The Stern Bush has been rewooded. The Sea Connection fastenings were found satisfactory

The Owners representative was informed re Boiler Survey being due and stated it would be carried out in the course of 3 or 4 weeks

Machinery placed Amidships.

General Observations, Opinion, and Recommendation: The Machinery of this vessel

(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 R.L.M.C. 4, 94, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition and eligible in my opinion to remain as classed.

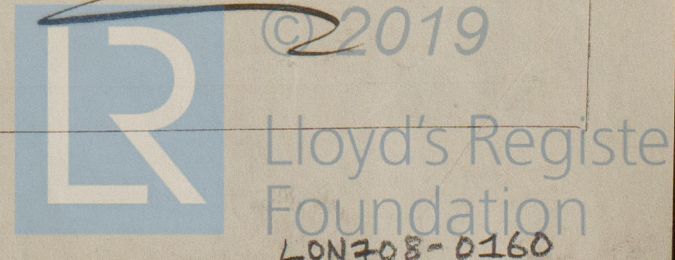
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,
				18

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

*State if Certificate is required

Committee's Minute

Assigned As now



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

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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.

Due to wear & tear. Spare screw shaft & propeller
fitted & stem bush rewooded.

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

Emd.
5.3.96

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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