

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

Date of writing Report 20th March 96 When handed in at Local Office London is Port of London (Received at London Office MON. MAR 23 1896)
 No. in Reg. Book. 522 Survey held at London Date, First Survey 18th March Last Survey 19th March 1896
 on the Machinery of the Wood, Iron or Steel S. S. Chickahominy Master S. Farneaux
 Tonnage { Gross 2875 Net 1826 Vessel built at West Hartlepool By whom Furness Withy & Co. When 1893 11.
 Registered Horse Power 401 Engines made at Do. When 1893 Boilers, when made (Main) 1893 (Donkey) 1893
 No. of Main Boilers Two Owners Chesapeake & Ohio S. S. Co. Port W. Hartlepool Voyage Newport News
 No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Royal Albert dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 160
 in Donkey Boilers 80

Last Survey No. PortParticulars 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? NoDo. " " Donkey " " " NoIf this was not done, state for what reasons? Not due 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? NoAt what pressure were they afterwards adjusted under steam? Not adjustedDid the Surveyor examine the Safety Valves of Donkey Boiler? NoTo what pressure were they afterwards adjusted? Not adjustedHas 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? Complete.

Propeller & sea-connection fastenings examined & found in order.
The four steel propeller blades now replaced by four Manganese bronze blades.

General Observations, Opinion, and Recommendation: This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

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

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

State if Certificate is required

Committee's Minute

TUES. MAR 24 1896

Assigned now

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LON708-0227

Four bronze propeller blades fitted in place
of steel blades.

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

Ans.
23.3.96

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 show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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