

No. 57532

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

TUES, MAR 31 1896

Date of writing Report 28th Mar 1896 When handed in at Local Office T. S. Wolf Port of London
No. in Reg. Book. 323 Survey held at London Date, First Survey 27th Mar 1896 and Last Survey 27th Mar 1896
on the Machinery of the Wood, Iron or Steel Master Calor
Tonnage { Gross 2443 Net 1548 Vessel built at Sheffield By whom Richardson, Duck & Co When 1894 2
Registered Horse Power 219 Engines made at " When " Boilers, when made (Main) 94 (Donkey) 74
No. of Main Boilers 2 Owners John G. Jones & Co Port London Voyage Black Sea
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock in Millwall 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 90

Last Survey No. " Port "
Particulars of Examination and Repairs (if any) While in Dry Dock + L.M.C. 2.94

(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?
Boilers not under survey
Complete?
Propeller, Stern-bush, and all outside fastenings of the 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. 4,04, B.M.S. 4,04 or S.L.M.C. 4,04, 140 lb, F.D., &c.)
The Machinery of this vessel is in satisfactory condition and in my opinion eligible to remain as classed without fresh records.

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, W. R. Martin
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
*State if Certificate is required.
Committee's Minute As now
Assigned As now

FRI, AUG 7 1896
FRI, APR 10 1896
TUES 27 APR 1897
TUES MAR 16 1897
FRI JAN 8 1897

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.

LL.
1.4.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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