

TUES. MAR 24 1896

No. 57538

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

Date of writing Report 21st March 1896 When handed in at Local Office 28th March 1896 Port of London
No. in Reg. Book. 99 Survey held at London Date, First Survey 18th March 1896 Last Survey 18th March 1896
on the Machinery of the Wood, Iron or Steel "S. Mine" Master J. W. Tubb
Tonnage { Gross 2780 Net 1690 Vessel built at N. Wool By whom N. Gray & Co When 1887. 7
Registered Horse Power 274 Engines made at " When 87 Boilers, when made (Main) 87 (Donkey) 87
No. of Main Boilers 2 Owners Atlantic Transport Co. Ltd Port London Voyage Baltimore
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In N. Wool 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 60

Last Survey No. Port White in Dry Dock
Particulars of Examination and Repairs (if any) £100 At 12.9.95 - £100 At 1.9.95

(Periodical Surveys, when held, must be reported in detail and serially 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?

Propeller Stern-bush and outside fastenings of Sea Connection examined and found in good Condition.

It is arranged with Owner, that the Boilers of this Vessel will be submitted for survey on the vessel's return to London in about three months time.

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 L.M.C. 4,04, 120 H.P.D., &c.)

The Machinery of this Vessel is now in good Condition and in my opinion eligible to remain as classed without fresh period.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	10
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

State if Certificate is required

Committee's Minute

Assigned

Deferred

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

Richie

TUES. APR 7 1896

TUES. MAY 19 1896

TUES. AUG 21 1896

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LON708-0297

It is submitted that *see below*
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 show through to the other side.

The Surveyor should be asked to state what
steps have been taken with regard to
holding the B. S. due 1-96.

*Ans.
2.4.96
It is submitted that the vessel's return be approved
as the proposal to hold the B.S. is approved.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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