

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

(Received at London Office

THUR. APR 23 1896

Date of writing Report *21/4/1896* When handed in at Local Office *22/4/1896* Port of *London*

No. in Reg. Book *885* Survey held at *London* Date, First Survey *18 April* Last Survey *18 April 1896*

on the Machinery of the *Wood, Iron or Steel* *S. S. "Monsieur Sirion"* Master *C. Sprinks*

Tonnage { Gross *3280* Net *2116* Vessel built at *Belfast* By whom *Mr. Wm. Clark & Co.* When *1895* 3

Registered Horse Power *292* Engines made at *When '95* Boilers, when made (Main) *'95* (Donkey) *'95*

No. of Main Boilers *2* Owners *Mills Service* Port *Glasgow* Voyage *C of S Hope*

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

Steam Pressure in Main Boilers *180 lb.* in Donkey Boilers *180*

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *While in dry dock*

(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? *No.*If the Survey is not complete state what arrangements have been made for its completion? *Complete.*

*Inspected: Propeller, Stern-bush and all outside fastenings of the sea connections and found in Satisfactory Condition.*

## 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. 9,95, B.&M.S. 9,95 or L. M.C. 9,95, 140 lb., 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.*

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

\*State if Certificate is required

Committee's Minute

Assigned

FRI. APR 24 1896

*as now*

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



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LON708-0379



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 show through to the other side.

End.  
23.4.96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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