

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

(Received at London Office THUR. APR 23 1896)

Date of writing Report 21/4/96 When handed in at Local Office 22/4/96 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. Spinks

Tonnage Gross 3280 Net 2116 Vessel built at Belfast By whom Messrs. Clarke & 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 Mits. Service Port Glasgow Voyage of 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).

Last Survey No. Port Particulars of Examination and Repairs (if any) While in dry dock + 100 H.P. 11 '95 + 12 H.P. 3 '95

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 date 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, 149 lb., F.D., &c.)
The machinery of this vessel, so far as has been 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)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Received by me,
				18

*State if Certificate is required
Committee's Minute FRI. APR 24 1896
Assigned as now



Stat. of Rep. is a copy of the report, when taken, will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

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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