

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

(Received at London Office 24.4.96)

Date of writing Report 24/4/96 When handed in at Local Office 24/4/1896 Port of London

No. in Reg. Book 33 Survey held at London Date, First Survey 16 April Last Survey 29 April 1896

on the Machinery of the Wood, Iron or Steel S. J. Tompkins Master R. J. Cringle

Tonnage Gross 2376 Net 1513 Vessel built at Sunderland By whom J. Living When 1890

Registered Horse Power 248 Engines made at Owners Pullard King & Co Port London Voyage Natal

No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure 160 lb If Surveyed Afloat or in Dry Dock Afloat in Deptford Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

in Main Boilers 2 in Donkey Boilers 2 (State name of Dock.) Dry Dock

Last Survey No. Port Particulars of Examination and Repairs (if any) In Dry Dock + 100 A 9.95 + L.M.C. 11.95

(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 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? Survey complete.

Propeller, Stem-bush and all outside fastenings of sea connections examined and found good.

## 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. 4,94, E.&M.S. 4,94 or L.M.C. 4,94, 140 lb. F.D., &c.)

The machinery of this vessel is 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)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Received by me,
				18

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

State if Certificate is required Committee's Minute TUES. APR 28 1896 Assigned as now.

State in a separate column on the left side of the Report, if not otherwise stated, the name of the Ship.

16—L.R.P.H.—Reports No. 9—Transit.

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

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.

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

*L.S.  
25.4.96*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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