

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

(Received at London Office

FRI. MAY 1 1896

Date of writing Report 30/4/96 When handed in at Local Office 30/4/96 Port of London
No. in Reg. Book. Survey held at Llanwr. Date, First Survey 26th March Last Survey 24 April 1896
on the Machinery of the Wood, Iron or Steel S.S. Tormiston Grange Master J. Bennett
Tonnage Gross 3444 Net 220 Vessel built at Belfast By whom J. Bennett & Co. When 74 Boilers, when made (Main) 74 (Donkey) 74
Registered Horse Power 327 Engines made at Owners Wm. & B. Bros. & Co. Port London Voyage Sydney N.S.W.
No. of Main Boilers 2 No. of Donkey Boilers 1
Steam Pressure in Main Boilers 80 lb. If Surveyed Afloat or in Dry Dock Afloat in N. I. Dock
in Donkey Boilers 70 lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port
Particulars of Examination and Repairs (if any) Damage only + 100 A 5.95 + L.M.C. 11.94
(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? No.
If the Survey is not complete state what arrangements have been made for its completion To be completed at Newport

Have done an account of Damage by heavy weather on the 1st December 1895 and subsequent dates while vessel was on her voyage from Melbourne to London via River Plate. (See copy Damage Report attached).
The L. P. and J. P. Cylinders re-jointed together Main Steam Pipes re-jointed and re-covered by cement-lapping. The holding down Bolts of Main Engines overhauled several new Bolts being now fitted. It has been recommended that the after bearing in Journal be re-lined with white metal. This is arranged to be done in Cardiff. Surveyors at Newport advised. Please see copy of letter to Newport attached.

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 is in good condition and in my opinion eligible to remain as classed without break period. Subject to the after bearing in the Journal being re-fitted with white metal.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 7/5/96 1896
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ 2 : 2
Travelling Expenses (if chargeable) £ 0 : 4
Total £ 1 : 18
Received by me, 24/6/96
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute FRI. MAY 8 1896 TUES. JUN 2 1896
Assigned Deferred

