Rpt. 9.

No. 57703

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

(Received at London Office WED. MAY 20 1896)

Date of writing Report 18th May 1896. When handed in at Local Office ..... 18 ..... Port of London.

No. in Reg. Book. 128 — Survey held at London. Date, First Survey April 29 Last Survey 14th May 1896. (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "Fifeshire" Master Wilson

Tonnage { Gross 3720 / Net 2425 } Registered Horse Power 429

Vessel built at Newcastle By whom C. D. Swan & Hunter When 1887 7.

Engines made at Stockton. When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

No. of Main Boilers Three

Owners Turnbull, Martin & Co. Port Glasgow Voyage Australia

No. of Donkey Boilers One

Steam Pressure— in Main Boilers 160 in Donkey Boilers 75

If Surveyed Afloat or in Dry Dock Vic. Dk. & Thames dry dks. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100 A1. 11.94 S.S. Lon. No. 1.92.		B.S. 11.94 + L.M.C. 10.91.

Last Survey No. ..... Port .....

Particulars of Examination and Repairs (if any) S.S. No. 2.

(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? Yes

Do. " Donkey " " " Yes.

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? Yes.

At what pressure were they afterwards adjusted under steam? 160 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted? 74 lbs.

Has the propeller shaft been drawn and examined at this time? Yes. renewed.

If the Survey is not complete state what arrangements have been made for its completion? Complete.

Has a Survey also been held on Ship? ..... If so, is the Report sent now, or when will it be sent? .....

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

Now done. — All cylinders, pistons, slide valves, pumps, condenser, main, thrust & tunnel shafting examined. The Main & Donkey boilers examined, also their safety valves and the latter adjusted under steam. The propeller shaft was drawn & examined & found to be corroded at the forward end of the after liner & the after liner slack. This shaft has now been removed & the spare one (new) fitted. All sea & bilge cocks & valves examined. Repairs stated to be due to damage caused through grounding off Oamaru during last voyage — L.P. & I.P. piston rods bent were now taken out and faired. — Damage survey made by Mr. Lewis, Underwriters surveyor. —

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in safe working condition and eligible, in my opinion, to remain as classed with record of survey ✠ L.M.C. 5.96. entered in the Register Book

(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.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 27 May 1896
Survey Fee (per Section 28)	£ 5 : 10 : 0	
Less 10% 11		
Special Damage Fee (per Section 28)	£ 4 : 19 : 0	
Travelling Expenses (if chargeable)	£ : :	Received by me 11/12/96

*Certificate to be sent to .....

*State if Certificate is required .....

R. Elliott.

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

Committee's Minute FRI. MAY 29 1896 FRI 11 DEC 1896

Assigned + L.M.C. 5.96.

LON 409

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

2943.—24/3/96.—Transfer Ink.

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Screw shaft renewed owing to damage.

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 for THE RECORD + L.h.C. 5.96.

S.G.S.

27.5.96.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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