

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

(Received at London Office

TUES. JUN 9 1896

Date of writing Report 6 June 1896 When handed in at Local Office 8 June 1896 Port of London
No. in Reg. Book 286 Survey held at London Date, First Survey June Last Survey 6 June 1896
on the Machinery of the Wood, Iron or Steel S.S. "Petrel" Master L. Scher
Tonnage Gross 239 Net 162 Vessel built at Aberdeen By whom Hall Russell & Co When 1876 12
Registered Horse Power 99 Engines made at When 76 Boilers, when made (Main) 76 (Donkey)
No. of Main Boilers 1 Owners Geo. Keane & Co Port London Voyage Hamburg
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 65 lb If Surveyed Afloat or in Dry Dock at Geo. Keane & Co works.
in Donkey Boilers 50 lb
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 57346 Port London
Particulars of Examination and Repairs (if any) Condition $\pm 100 A 1$ 1.96
(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.)
1.1.1903 10.89
1.7.1901 95-18.1.96

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? yes.

If the Survey is not complete state what arrangements have been made for its completion?
None done. The Propeller Shaft drawn in and examined and found defective. Another Propeller Shaft in satisfactory condition has now been fitted to this vessel.
The Propeller so far as now seen is in good order.

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, E.&M.S. 9,95 or $\frac{1}{2}$ L. M.C. 9,95, 100 lb., F.D., &c.)
The Machinery of this Vessel so far as now seen is in good order and in my opinion eligible to remain as classed without fresh record. but vessel name be removed from Limitation List

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, J. Ritchie
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
*State if Certificate is required
Committee's Minute FRI. JUN 12 1896
Assigned As noted but without limit

The Limit on this vessel's screw shaft having expired. A new screw shaft has now been fitted.

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.

Vessel's name to be removed from the Limitation list.

Emd.
10.6.6
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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation