

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

(Received at London Office TUES. JUN 16 1896)

Date of writing Report 13<sup>th</sup> June 1896 When handed in at Local Office 15<sup>th</sup> June 1896 Port of London

No. in Reg. Book 977 Survey held at London Date, First Survey 10 June Last Survey 12 June 1896

on the Machinery of the Wood, Iron or Steel S.S. Atlantic Master Thompson

Tonnage { Gross 1426 Net 916 Vessel built at Glasgow By whom J.G. Thomson When 1874-6

Registered Horse Power 144 Engines made at London When 84 Boilers, when made (Main) 84 (Donkey) 96

No. of Main Boilers 906 Owners Scullin & Co Port London Voyage W. Indies

No. of Donkey Boilers 906 Steam Pressure in Main Boilers 90 lb If Surveyed Afloat or in Dry Dock Afloat in W.I. 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).
<u>100 H. 2-96</u>	<u>+ 1 mo. 8-95</u>	
<u>1-1-100 2-92</u>	<u>AS-2-96</u>	

Last Survey No. 57453 Port London

Particulars of Examination and Repairs (if any) New Donkey Boiler

(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? not under survey.

Do. " Donkey " " " new.

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? 75 lbs

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.

Now done. A new Donkey Boiler fitted on board. Same tried under steam and its Safety Valves adjusted as above. See Report on this Boiler attached herewith. Please also see London Report No. 57453.

### 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 so far as now seen, is in good order and, in my opinion, eligible to remain as classed with fresh record of N.D. B. 6. 96.

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				
				Received by me, 18

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

A New Donkey Boiler has been fitted on this vessel.

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.

I have record

NDB. 96. Donkey Boiler press: 80lbs.

End.  
16.6.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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