

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

(Received at London Office TUES. JUN 16 1896)

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

No. in Register Book 6 Survey held at London Date, First Survey 6th June Last Survey 10th June 1896
on the Machinery of the ~~Wood~~ Iron or Steel S. S. Martelli Master H. Clark

Tonnage Gross 2627 Net 1665 Vessel built at Sunderland By whom J. Loring When 1896. 3

Registered Horse Power 879 Engines made at Owners Sullow King & Co Port London Voyage Natal

No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Afloat in Deptford Dry Dock

Last Survey No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Particulars of Examination and Repairs (if any) In Dry Dock. +100 At. 3'96 + L.M.C. 3'96
(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 date 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? Complete.

now done! Propeller, Stern-bush and all outside fastenings of sea connections examined and found good.

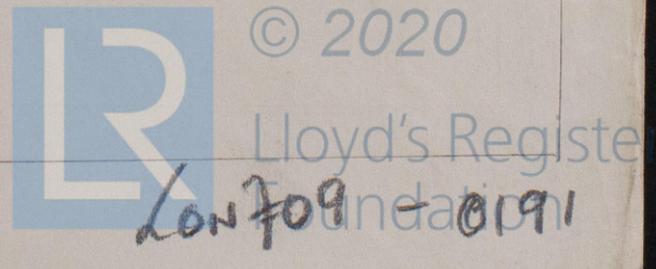
General Observations, Opinion, and Recommendation:—

(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)
The machinery of this vessel as has been seen, is in good order and in my opinion repairs remain as claimed without fresh record.

	£	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)				18
				Received by me,

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

*State if Certificate is required Committee's Minute FRI. JUN 19 1896 Assigned As now



D.C. 1. A Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

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

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.

Pms.
16.6.96

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation