

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

(Received at London Office. WED. JUN 24 1896)

Date of writing Report *25th June 1896* When handed in at Local Office *22nd June 1896* Port of *London*

No. in Reg. Book *463* Survey held at *London* Date, First Survey *and* Last Survey *16th June 1896* (No. of Visits *1*)

on the Machinery of the Wood, Iron or Steel *S.S. Seine* Master *Reynolds*

Tonnage Gross *3583* Net *1978* Vessel built at *London* By whom *Harries & Co.* When *1859*

Registered Horse Power *483* Engines made at *London* When *85* Boilers, when made (Main) *85* (Donkey) *85*

No. of Main Boilers *3* Owners *Telegraph, East & Main Co Ltd* Port *London* Voyage *not fixed*

No. of Donkey Boilers *1* Steam Pressure in Main Boilers *8 1/2 lb* If Surveyed Afloat or in Dry Dock *at in All Saints Dock.*

Last Survey No. *57610* Port *Low*

Particulars of Examination and Repairs (if any) *Test of Steam Pipes*

(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. The Main Steam Pipes tested throughout by water pressure to 160 lbs per square inch, and found satisfactory.

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 has been seen is in good order and in my opinion, &c. remain as classed. Without fresh record.

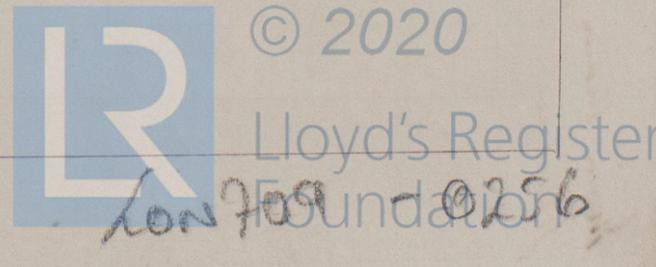
		Fees applied for	
Office or Registration Fee (per Sec. 27)	£	18	
Survey Fee (per Section 28)	£		
Special Damage Fee (per Section 28)	£		
Travelling Expenses (if chargeable)	£		
		Received by me,	
		18	

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

*State if Certificate is required

Committee's Minute *TUES. JUN 30 1896*

Assigned *[Signature]*



State if a ship is to be sent to sea, and if not whether, and when, one will be sent.

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

Main steam pipes tested by hydraulic pressure.

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.

J.S.
26.6.96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2020

Lloyd's Register Foundation