

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

(Received at London Office 22 JUN 96)

Date of writing Report 20th June 1896 When handed in at Local Office 22nd June 1896 Port of London

No. in Reg. Book. Survey held at London Date, First Survey and Last Survey 17 June 1896

on the Machinery of the Wood, Iron or Steel S. J. Herlow Master Forsyth

Tonnage Gross 828 Net 523 Vessel built at N. Shields By whom J. W. Smith When 1865

Registered Horse Power 125 Engines made at Owners J. H. Pearson Port London Voyage Bristol Channel

No. of Main Boilers 1 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 80 lb in Donkey Boilers 80 lb

If Surveyed Afloat or in Dry Dock In Canal Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port Particulars of Examination and Repairs (if any) In Dry Dock + 90 A - 12.95 + L.M.C. 12.93

(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? 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.

None done: Propeller, Stern-bush and all outside fastenings of Sea Connection examined 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 was examined is in good condition and in my opinion, eligible to remain as now classed 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)				
				Received by me, 18

*State if Certificate is required

Committee's Minute TUES. JUN 30 1896 TUES 3 NOV 1896 FRI 6 NOV 1896 TUES 10 NOV 1896
Assigned Deformed

Lloyd's Register Foundation London 0266

State if a Report is also now sent on the Ship or if no, whether, and when, one will be sent.
Certificates to be sent to
16-17/935-Transfer Ink.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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.

W.S.
27.6.96
B.S. does

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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