

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

Date of writing Report *20 June 1896* When handed in at Local Office *21 June 1896* Port of *London*  
 No. in Reg. Book. *111* Survey held at *London* Date, First Survey *13 June 1896* Last Survey *18 June 1896*  
 on the Machinery of the *Wood, Iron or Steel* *S. J. Daylight's* Master *H. J. Edward*  
 Gross *2338* Net *1584* Vessel built at *Middlesbrough* By whom *C. Dixon & Co* When *1887* 8  
 Registered Horse Power *220* Engines made at *W. H. & Co* When *87* Boilers, when made (Main) *87* (Donkey) *87*  
 No. of Main Boilers *2* Owners *J. Lund & Co* Port *N. H. & Co* Voyage *Leamington*  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in Green's Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers *160 lb*  
 in Donkey Boilers *70*  
 Last Survey No. *100* Port *London*

Particulars of Examination and Repairs (if any) *Boiler Survey*  
 (Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 H. 4.95</i>	<i>1</i>	<i>100 H. 4.95</i>
<i>S. J. Daylight</i>	<i>101</i>	<i>93</i>

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?

What pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

What pressure were they afterwards adjusted?

Was the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

*Now done: - Main Boilers examined, the general condition of these Boilers at present is satisfactory.*

*Donkey Boiler also examined and found to be in fair order. Tail Shaft drawn in and with Stern-bush and outside fastenings of Sea Connection found in good condition. A new Propeller has fitted.*

## 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 L. M.C. 9,95, 140 lb, F.D., &c.)

*The machinery of this vessel so far as has been examined is in good condition and, in my opinion, eligible to remain so classed with fresh record of B.S. 6.96*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 2 : :  
 Special Damage Fee (per Section 28) £ 0.4 : :  
 Travelling Expenses (if chargeable) £ 1.16.0

Fees applied for  
 27/6/1896

Received by me,  
 1896

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

\*State if Certificate is required

Committee's Minute

TUES. JUN 30 1896

Assigned

*B.S. 6.96*



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LOW 709-0268



Propeller renewed Cause not stated

It is submitted that

this vessel is eligible for  
THE RECORD 13.1.6.96

L.R.  
27.6.96

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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