

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

(Received at London Office)

Date of writing Report 4 July 1896 When handed in at Local Office 6 July 1896 Port of London

No. in Reg. Book 493 Survey held at London Date, First Survey 22 June Last Survey 29 June 1896

on the Machinery of the Wood, Iron or Steel A. S. Chatfield Master G. S. Cooke

Gross Tonnage 2431 Net Tonnage 1904 Vessel built at N. H. Pool By whom James & Co When 1891 YEAR. MONTH. 2

Registered Horse Power 2 Engines made at " When 91 Boilers, when made (Main) 91 (Donkey) 91

No. of Main Boilers 1 Owners F. Woods Port London Voyage to Cardiff

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lb. If Surveyed Afloat or in Dry Dock in P. & F. Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 80.

Last Survey No. " Port "Particulars of Examination and Repairs (if any) Damage

(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 dates and initials of any letters respecting this case.)

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey.		
Date of last Survey and of Periodical Surveys.		

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?

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

Now done in account of Damage by Propeller striking some hard substance on the 1st January, and by head going on board in Suez Canal on the 15th January 1896.

Propeller stern-bush and outside fastenings of Sea Connection examined. Tail Shaft examined in Shop.

The following Damage Repairs now done: Stern-bush re-lined a new Tail Shaft and a new Propeller fitted. One Steam valve Sea Connection repaired.

Black Stamp on new Tail Shaft No 1961 R. H. J. R. Sons.

Please see copy of Damage Report attached.

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 S.L.M.C. 9.95, 140 lb., F.D., &c.)

The Machinery of this vessel is in good Condition and, in my opinion, eligible to remain as classed without fresh record.

It is recommended that this vessel's name be now removed from Limitation List.

Office or Registration Fee (per Sec. 27) £ : :

Survey Fee (per Section 28) £ : :

Special Damage Fee (per Section 28) £ 2 : 2:

Travelling Expenses (if chargeable) £ 0 : 4:

State if Certificate is required

Committee's Minute

Assigned

Fees applied for

6/7/96

18 96

Received by me,

11/7/96

18 96

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



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Foundations

but without limit

Propeller

* Screw shaft renewed & sea-connection, 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.

repaired owing to damage

It is submitted that
this vessel is eligible to
remain AS CLASSED & exempted
from Limitation List

A.S.

6.7.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation