

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

(Received at London Office. TUES. JUL 14 1896)

Date of writing Report 11 July 96 When handed in at Local Office 18 Port of London
No. in Reg. Book. Survey held at London Date, First Survey 7 July Last Survey 8 July 1896
1824 on the Machinery of the Wood, Iron or Steel Spikander Master J. H. Dunn
Tonnage Gross 2755 Net 1793 Vessel built at Middlesbrough By whom R Dixon & Co When 1892-3
Registered Horse Power 283 Engines made at Hattlepool When 1892 Boilers, when made (Main) 1892 (Donkey) 1892
No. of Main Boilers 2 Owners British & Colonial S. S. Co. Ltd. Port London Voyage Persian Gulf
No. of Donkey Boilers 2
Steam Pressure in Main Boilers 160 lbs Surveyed Afloat or in Dry Dock Union
in Donkey Boilers 90 lbs (State name of Dock.)

Last Survey No. Port
Particulars of Examination and Repairs (if any) Part Line

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 H. 7.95	+Lm C 3.92

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
Do. " Donkey " " " No
If this was not done, state for what reasons? Not Open for Survey
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?

Vessel placed in Dry Dock. Examined propeller Bush & all sea connections & fastenings to same & found them satisfactory.
The Owners Sup^d requested the examination of sea cocks & be noted as part of special survey, it was stated the survey would be completed on vessels return from present voyage.

General Observations, Opinion, and Recommendation: The Machinery of this vessel (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.)
As far as seen, is now in a safe working condition & eligible in my opinion to remain as classed, & to have record of survey in Register Book when the same has been completed.

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

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

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

I have the examination

of the sea cocks & valves noted as
part S.S. No. 1. (due 3.96)

Emd.
14.7.96

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2020

Lloyd's Register
Foundation