

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

THUR 6 AUG 1896

(Received at London Office)

Date of writing Report *1 Aug 96* When handed in at Local Office *3rd Aug 96* Port of *London*
 No. in Reg. Book *496* Survey held at *London* Date, First Survey *and* Last Survey *24 July 1896*
 on the Machinery of the *Wood, Iron & Steel* *W. Lord Erne* Master *J. Dunn*
 Tonnage { Gross *5610* Net *3647* Vessel built at *Belfast* By whom *Harland & Wolff* When *1872* 5-
 Registered Horse Power *429* Engines made at *When '92* Boilers, when made (Main) *'92* (Donkey) *'92*
 No. of Main Boilers *2* Owners *Dixon & Sons* Port *Belfast* Voyage *Baltimore*
 No. of Donkey Boilers *1*
 Steam Pressure in Main Boilers *180 lb* If Surveyed Afloat or in Dry Dock *Afloat in India* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *80 lb* (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) *See London Report No. 57800*

(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.)

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?

See London Report No. 57800
yes
yes
Not now adjusted
yes
Not now adjusted
No
On next return to the R. H.
Now done. The Donkey Boiler and its Safety Valves examined and found in fair order.
Crank and Thrust Shafts examined (with exception of the Crank-pins) and found satisfactory. I P Slide Valves Worked and examined and found good.
To complete this Survey the Crank-pins, I P & P cylinders and Pistons and the I P Slide Valve remain to be examined and the Safety Valves of Main & Donkey Boilers tried under steam. It is arranged with officials that this will be done when the vessel returns from her voyage.

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. H.C. 9,95, 140 lb., F.D., &c.)

It is respectfully recommended that this vessel's machinery is eligible to remain as classed but the fresh record of L.H.C. be fresh made this Survey is 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

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

*State if Certificate is required

Committee's Minute

TUES. AUG 11 1896

TUES. SEP 22 1896

Assigned

Deferred



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LON 710 0126