

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

SAT, AUG 29 1896

(Received at London Office.)

Date of writing Report 28th Aug 1896 When handed in at Local Office 29th Aug 1896 Port of London
No. in Reg. Book. 357 Survey held at London Date, First Survey 4th Aug Last Survey 28th Aug 1896
(No. of Vessels 5)
on the Machinery of the Wood, Iron or Steel S.T. Woodcock Master H. Goddard
Tonnage { Gross 3521 Net 2221 Vessel built at N. Cle By whom J. Richardson & Co When 1891 7
Registered Horse Power 445 Engines made at " When '91 Boilers, when made (Main) '91 (Donkey) '91
No. of Main Boilers 2 Owners W. Lund Eng Port London Voyage Adelaide
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat & in W. Ind Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 155 in Donkey Boilers 80 (State name of Dock.) Dry Dock.

Last Survey No. " Port "
Particulars of Examination and Repairs (if any) Damage +100 A 1 2.96 +100 C 7.95
S.T. Lou 10.95

(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.

Now done on account of Damage by this vessel Colliding with the
S.T. Emerald on the 10th July 1896:-
Propeller, Stern-bush, and all outside fittings of the Sea
Convention examined and found in satisfactory Condition.

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. 4.94, B.&M.S. 4.94 or L.M.C. 4.94, 140 lb., F.D., &c.)
The Machinery of this vessel so far as now seen, is in good
order and in my opinion eligible to remain as classified without
fresh record.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, D. Ritchie
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
State if Certificate is required
Committee's Minute TUES. 8 SEP 1896
Assigned as none

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 shew through to the other side.

Emd.
5.9.96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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