

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

MON. SEP 21 1896

(Received at London Office)

Date of writing Report 21 Sept 96 18 96 When handed in at Local Office 18 96 Port of London

No. in Reg. Book 13 Survey held at London Date, First Survey 11 Sept Last Survey 17 Sept 1896

13 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Mabel" Master J. B. Hamfield

Tonnage { Gross 390 Net 237 Vessel built at Leith By whom S & H Morton & Co When 1889 YEAR. MONTH. 1889 - 9

Registered Horse Power 80 Engines made at Leith When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

No. of Main Boilers one Owners Burnett Bros & Sons Port London Voyage Paris

No. of Donkey Boilers one If Surveyed on Hard Regent (State name of Dock.)

Steam Pressure—160 lbs in Main Boilers 160 lbs in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 57879 Port Lon

Particulars of Examination and Repairs (if any) Repairs to B.S.

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100 A. 7. 96</u>		<u>+ P.M.C. 12. 93</u>
<u>S.S. Lon No 1 - 93</u>		<u>B.S. 7. 96</u>

(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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Recently examined

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? ✓

A crack was found in uptake of donkey boiler at adamson ring, extending about 9" round, this has been cut out & a new ring fitted.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel so far as seen, is now in a safe working condition & eligible in my opinion to remain as classed.

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

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

*State if Certificate is required

Committee's Minute FRI. SEP 25 1896

Assigned as now



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent? (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

Slight repairs to donkey boiler owing to wear & tear

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.

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

J.S.

23.9.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation