

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

(Received at London Office MON. SEP 28 1896)

Date of writing Report 25<sup>th</sup> Sept 1896 When handed in at Local Office 25<sup>th</sup> Sept 1896 Port of London

No. in Reg. Book. 29 Survey held at London Date, First Survey 19<sup>th</sup> Sept Last Survey 25<sup>th</sup> Sept 1896

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. Umbilo Master P. Lewis

Tonnage { Gross 1223 Net 1232 Vessel built at R. Hood By whom R. Gray & Co. Ltd When 1890 3

Registered Horse Power 232 Engines made at " When '90 Boilers, when made (Main) '90 (Donkey) '90

No. of Main Boilers 2 Owners Bullard King & Co. Port London Voyage Natal

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 150 lb If Surveyed Afloat or in Dry Dock In Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

in Donkey Boilers 60 " (State name of Dock.) afloat

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Condition of Boiler Surveyed 100 At 3'96 + 6 Mc 3'94  
SS C. ff. 11. '94

(Periodical Surveys, when held, must be reported in detail and serialim 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? See last London Report.

Do. " Donkey " " " yes.

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? No.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes.

At what pressure were they afterwards adjusted under steam? 60 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes.

To what pressure were they afterwards adjusted? 60 lbs.

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 Limit on Stern Bush see notice attached. To be completed on return from this voyage.

Work done: Donkey Boilers examined, same found to be generally in satisfactory condition except in way of Mud doors in the Shell Plating which was found deteriorated at these parts. Holes have been drilled in the Shell Plating and the thickness found to be satisfactory.

Repairs: Four Riveted Patches now put on shell in way of the Mud doors.

Safety valves adjusted under steam as above.

The Propeller outside fastenings of sea connections and the Stern-bush examined the latter now found to be 5/16 worn down. It has been recommended that the Figium Vitae living in Stern bush be renewed but as there was no opportunity of doing this now, it has been arranged with owners that this will be done on vessel's return from next voyage. See notice to owners 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 L.M.C. 9,95, 140 lb., F.D., &c.)

The Machinery of this vessel is in good order and in my opinion eligible to remain as classed and this survey being now completed I have fresh records of B.S. 7,96. It is respectfully recommended that this vessel's class be continued subject to re-examination of the Stern-bush in six months.

	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

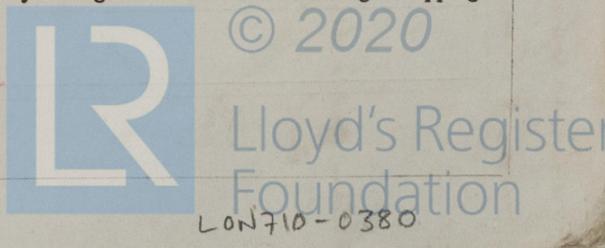
Received by me, \_\_\_\_\_

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

Committee's Minute TUES. SEP 29 1896

Assigned BS 7, 96  
note finish

State if Certificate is required \_\_\_\_\_



Has a Survey also been held on Ship? \_\_\_\_\_  
 If so, is the Report sent now, or when will it be sent? \_\_\_\_\_  
 Certificate to be sent to \_\_\_\_\_  
 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**, subject to the  
stem bush being again examined before  
the end of March 1897

It is submitted that  
this vessel is eligible for  
**THE RECORD** B. 7. 96.

*A.S.*

28. 9. 96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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