

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

MON. SEP 28 1896

Date of writing Report 25th Sept 1896 When handed in at Local Office 26th Sept 1896 Port of London

No. in Reg. Book. 32 Survey held at London Date, First Survey and Last Survey 25th Sept 1896
on the Machinery of the ~~Wood, Iron or Steel~~ S.S. *Wmfuli* Master *R. J. Cringle*
Tonnage { Gross 2370 Net 1513 Vessel built at *Sunderland* By whom *Laird* When 1893. 11
Registered Horse Power 248 Engines made at *"* When '93 Boilers, when made (Main) '93 (Donkey) '93
No. of Main Boilers 2 Owners *Bullard, King & Co* Port *London* Voyage *Natal*.
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock *In Deptford Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 160 lb. (State name of Dock.)
in Donkey Boilers 60 lb.

Last Survey No. 57888 Port *Lon*

Particulars of Examination and Repairs (if any) *In Deptford Dry Dock 100 A. 7. 96 + Lme. 11. 96*
spare dh
(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? *no*.
If the Survey is not complete state what arrangements have been made for its completion? *Complete*
Propeller, Stern-bush and outside fastenings of sea connections examined and found satisfactory.

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, so far as has been seen, is in good condition and, in my opinion, eligible to remain as classed 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, 18
D. Ritchie
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
*State if Certificate is required
Committee's Minute *as now*
Assigned

FRI. 2 OCT 1896

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 show through to the other side.

Handwritten:
30.9.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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