

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

Date of writing Report 29th Sept 1896 When handed in at Local Office 29th Sept 1896 Port of London
(Received at London Office WED. SEP 30 1896)
No. in Reg. Book 170 Survey held at London Date, First Survey 29th Sept 1896 Last Survey 29th Sept 1896
on the Machinery of the Wood, Iron or Steel S.S. "Neva" Master E. A. J. Bagdon
Tonnage { Gross 1448 Net 903 Vessel built at Sunderland By whom J. J. Austin & Sons When 1883 10
Registered Horse Power 155 Engines made at Newcastle When 83 Boilers, when made (Main) 83 (Donkey)
No. of Main Boilers 1 Owners C. M. Howard & Co Port London Voyage S. Petersburg
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat in Brodie's Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 16 lb
in Donkey Boilers 8 lb

Last Survey No. _____ Port _____
Particulars of Examination and Repairs (if any) Damage 100 AT 2.95 1 MC
1.1. Ail - 102.91 M.S. 3.96
B.S. 8.95
(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?
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? yes.

If the Survey is not complete state what arrangements have been made for its completion? On Vessel's return from S. Petersburg, now done in account of Damage by Propeller striking some hard substance on the 24th August 1896. The crank Thrust and Tunnel shafting examined. The working Propeller shaft-bred in Lathe. all outside fastenings of the Sea connections examined. Repairs: a new Propeller and Propeller shaft-fitted in work on latter 10239. Flap's test W.S. 17.9.96. Stern-bush re-lined. a new found ring fitted to same and the Stern-flange repaired. Forge Report on new Tail Shaft and copy of Damage Report herewith attached. The old Propeller shaft-will be fitted with new gun metal Liners and be kept as spare.

This vessel is now due for Boiler Survey. It has been arranged with the Sup^r Engineer that this survey will be held in London on Vessel's return from S. Petersburg within three months.

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 now seen is in good condition and in my opinion eligible to remain as classed, without fresh record. Subject to this survey now due being completed on vessel's return to London from this voyage.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 3079 1896
Survey Fee (per Section 28) £ : : 1901
Special Damage Fee (per Section 28) £ 3 : 3 :
Travelling Expenses (if chargeable) £ 2 : 17 : 0
Received by me, D. Riveline
11/10/96
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____
Committee's Minute Deferred
Assigned _____
TUES MAR 2 1897
FRI. 7 MAY 1897
FRI. MAR 5 1897

B.S. due 8.96 will be held in about 3 months.
Propeller & Stern shaft renewed owing to

damage

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.

LLS
30.9.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation