

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

TUES. SEP 22 1896

(Received at London Office)

Date of writing Report 21st Sept 96, When handed in at Local Office 18

Port of London

No. in Reg. Book. Survey held at 1045 on the Machinery of the *Tilbury*

Date, First Survey and Last Survey 18th Sept 1896

Master J. M. Juko

Tonnage { Gross 5524
Net 3214
Registered Horse Power 1004
No. of Main Boilers 4
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 95
in Donkey Boilers 95

Vessel built at Glasgow

By whom J. Elder & Co

When 1881 12

Engines made at Do

When 1881 Boilers, when made (Main) 1881 (Donkey) 1895

Owners Orient S. N. Co (Lim)

Port Glasgow

Voyage Australia

If Surveyed ~~At~~ in Dry Dock *Tilbury dry dock*

(State name of Dock.)

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(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?

If the Survey is not complete state what arrangements have been made for its completion?

Propeller and sea-connection fastenings examined and found in order

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A1.		*L.M.C.196
S.S. Gl. N ^o 3-384		
S.S. Lon. N ^o 2-92		

No
No
Not due for survey.
No
Not adjusted
No
Not adjusted
No.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey

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

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

*State if Certificate is required

Committee's Minute

Assigned

FRI. 9 OCT 1896

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

J.L.
8.10.96

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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