

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

SAT. 10 OCT 1896

(Received at London Office)

Date of writing Report 9<sup>th</sup> Oct 1896 When handed in at Local Office 9<sup>th</sup> Oct 1896 Port of London  
No. in Reg. Book. Survey held at London Date, First Survey 6<sup>th</sup> Oct Last Survey 6<sup>th</sup> Oct 1896  
524 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. Chesapeake Master J. P. Payne.  
Tonnage { Gross 4557 Net 2925 Vessel built at Glasgow By whom J. I. Dudgeon When 1895 8  
Registered Horse Power 413 Engines made at " Boilers, when made (Main) '95 (Donkey) '95  
No. of Main Boilers 2 Owners Chesapeake S.S. Co. Ltd Port London Voyage New York  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 160 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 100

Last Survey No. Port  
Particulars of Examination and Repairs (if any) In Dry Dock + 100 A. 3. 96 + Luce. 8. 95

(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.

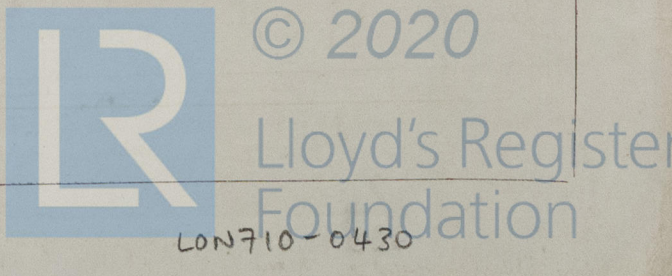
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  
Do. " Donkey " "  
If this was not done, state for what reasons?  
And what parts of the Boilers could not be thus thoroughly examined?  
Also what special means, in the absence of internal 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 all outside fastenings of the Sea Connections examined and found in satisfactory Condition.

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, R.&M.S. 9,95 or L.M.C. 9,95, 140 H.P., F.D., &c.)  
The Machinery of this vessel so far as now examined 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 18  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : : Received by me, 18  
D. Pittman  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required  
Committee's Minute TUES. 13 OCT 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?

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

\*Certificate to be sent to



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

*M.S.  
10.10.96*

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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