

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

Date of writing Report 17th Oct 1896 When handed in at Local Office 19th Oct 1896 Port of London
(Received at London Office. TUES. 20 OCT 1896)
No. in Reg. Book. 408 Survey held at London Date, First Survey 8th Dec Last Survey 13th Dec 1896
on the Machinery of the Wood, Iron or Steel S.S. Plow Master W. N. Hughes
Tonnage { Gross 908 Net 561 Vessel built at Sweden By whom Murray Foster When 1875 H.
Registered Horse Power 119 Engines made at Sweden When 1875 Boilers, when made (Main) '88 (Donkey) '88
No. of Main Boilers 1 Owners Gen. Steam Navigation Co Port London Voyage to India
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat - 3 in Deptford Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 15 lb in Donkey Boilers 50 (State name of Dock.) Dry Dock

Last Survey No. 24 Port London
Particulars of Examination and Repairs (if any) In Dry Dock + 100 H. 12.94 LUC. 1.94
(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.)
I.S. Div 103. 11.88
I.S. Div 101 73 13.8. 11.95

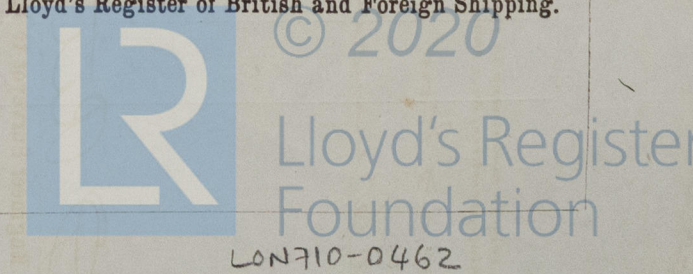
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " "
If this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal examination, 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
Now done: - Propeller Stern-bush and outside footings 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)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				18

*State if Certificate is required
Committee's Minute As now
Assigned

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



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.

R.B.
20/10/96

SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2020

Lloyd's Register
Foundation