

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

TUES. 20 OCT 1896

(Received at London Office)

Date of writing Report *17th Oct 1896* When handed in at Local Office *19th Oct 1896* Port of *London*

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. J. Plow* Master *W. N. Hughes*

Tonnage { Gross *908* Net *561* Vessel built at *Scotland* By whom *Murray Foster* When *1875* H.
Registered Horse Power *119* Engines made at *Prudell* When *1875* Boilers, when made (Main) *'88* (Donkey) *'88*
No. of Main Boilers *1* Owners *Gen Steam Navigation Co* Port *London* Voyage *to Funchal*
No. of Donkey Boilers *1*
Steam Pressure in Main Boilers *15 lb* If Surveyed Afloat or in Dry Dock *Afloat - 2 in Deptford Dry dock*
in Donkey Boilers *50* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+</i>	<i>100 H. 12.94</i>	<i>LUC. 1.97</i>
<i>S. J. Dim</i>	<i>103. 11.98</i>	<i>+ N.B. 11.88</i>
<i>S. J. Plow</i>	<i>101 93</i>	<i>13. 11.95</i>

Last Survey No. *26* Port *London*
Particulars of Examination and Repairs (if any) *In Dry dock*

(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? *Not examined*

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)	£	:	:	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 23 OCT 1896



Has a Survey also been held on Ship? *yes*
If so, is the Report sent now, or when will it be sent?
*Certificates to be sent so.
The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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.



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