

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

MON 2 NOV 1896

(Received at London Office)

Date of writing Report 31 Oct 1896 When handed in at Local Office 2nd Nov 1896 Port of London

No. in Reg. Book. 299 Survey held at London Date, First Survey 27 Oct 1896 and Last Survey 27 Oct 1896

on the Machinery of the Wood, Iron or Steel Bengloe Master Thomson

Tonnage { Gross 3006 Net 1933 Vessel built at Glasgow By whom Barclay, Curle & Co Ltd When 1895 YEAR. MONTH.

Registered Horse Power 293 Engines made at Leith When 95 Boilers, when made (Main) 95 (Donkey) 95

No. of Main Boilers 1 Owners R. Thomson & Co Port Leith Voyage China

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock India Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure— in Main Boilers 160 lb in Donkey Boilers 75

Last Survey No. 10081 Port Leith

Particulars of Examination and Repairs (if any) In Dry Dock 10081 4.96 11.5.96

(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.

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? Complete

Propeller, Stern-bush, and outside fastenings of sea  
connections examined and found in good order.

## 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 S.L.M.C. 9,95, 140 lb. F.D., &c.)

The machinery of this vessel is in good condition and in my  
opinion eligible to remain as classified. Without fresh records.

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 TUES 3 NOV 1896

Assigned as now

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



LN710-0517



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

R. E.  
2/11/96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation