

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

Date of writing Report 4 Nov 96 18 96 When handed in at Local Office Port of London
 No. in Reg. Book 485 Survey held at London Date, First Survey 29 Oct Last Survey 3 November 18 96
 on the Machinery of the Wood, Iron or Steel S. S. Tourcoing Master Thrice
 Tonnage { Gross 578 Net 299 Vessel built at Glasgow By whom Macfie & Thomson When 1892 - 11
 Registered Horse Power 60 Engines made at Glasgow When 1892 Boilers, when made (Main) 1892 (Donkey) 1892
 No. of Main Boilers one Owners Someone's S.S. Co. Ltd Port London Voyage Boole
 No. of Donkey Boilers one Mead & Co. Glasgow
 Steam Pressure in Main Boilers 160 lbs Surveyed Afloat or in Dry Dock Timehouse Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 80 lbs (State name of Dock.)

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage & paid + 100 A. 4.96 + LmC 11.92
 (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? No
 Do. " Donkey " " " No
 If this was not done, state for what reasons? Recently Surveyed
 And what parts of the Boilers could not be thus thoroughly examined? No
 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? No
 Did the Surveyor examine the Safety Valves of the Main Boiler? No
 At what pressure were they afterwards adjusted under steam? No
 Did the Surveyor examine the Safety Valves of Donkey Boiler? blow 75 lbs
 To what pressure were they afterwards adjusted? yes
 Has the propeller shaft been drawn and examined at this time? Complete
 If the Survey is not complete state what arrangements have been made for its completion?

Damage by striking wreckage on the 8th October 1896 in Boole River.
Vessel placed in dry dock. Found three (3) blades of Propeller broken, about 3/4 off one & 10" of each of the other two, a new propeller has been fitted.
Stern Bush satisfactory. Examined Propeller Shaft drawn, & found it satisfactory. Sea Connections & fastenings to same satisfactory. Bank, Tunnel & Thrust Shafting opened, examined and found satisfactory.

Now done.
Complete Special Survey, Examined Donkey Boiler under steam & adjusted safety valve to working pressure.

General Observations, Opinion, and Recommendation: The Machinery of this vessel
 (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.A.M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)
so far as seen, is now in a safe working condition and eligible in my opinion to have + LmC 4.96 recorded in the Register of this Society

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 2 : 2 : 0
 Travelling Expenses (if chargeable) £ 4 : 0 : 0
 £ 1 : 18 : 0
 Fees applied for 57/11/1896
 Received by me, Thos Macfie
 27/11/1896
 MACHINERY CERTIFICATE
 WRITTEN. 27/11/96 ZsmB
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 6 NOV 1896
 Assigned + LmC 4.96
 TUES 4 DEC 1896
 Lloyd's Register Foundation
 LON 710-0538

yes

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

Certificate to be sent to.

New propeller fitted on account of damage

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 for
THE RECORD. + L.M.C. 4.96.

A.S.

5/11/96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation