

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

Date of writing Report *6<sup>th</sup> Nov* 18*96* When handed in at Local Office *7<sup>th</sup> Nov* 18*96* Port of *London* (Received at London Office. **TUES 10 NOV 1896**)

No. in Reg. Book *103* Survey held at *London* Date, First Survey *1884* Last Survey *1896* (No. of Visits *2*)

Tonnage { Gross *1444* Net *2201* Vessel built at *Belfast* By whom *William Clark & Co* When *1894* YEAR. MONTH.

Registered Horse Power *322* Engines made at *London* When *94* Boilers, when made (Main) *94* (Donkey) *95*

No. of Main Boilers *2* Owners *Houlder Bros & Co* Port *London* Voyage *Sydney N.S.W*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *afloat in Millwall 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 *90 lb*

Last Survey No. *103* Port *London*

Particulars of Examination and Repairs (if any) *Damage. +100 At 5.95 + L.M.C. 11.94*

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

Do. " Donkey " " " " " " "

If this was not done, state for what reasons? *Not under survey*

And what parts of the Boilers could not be thus thoroughly examined? *not done*

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? *Not under survey*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

At what pressure were they afterwards adjusted under steam? *200*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted? *200*

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*

*Now done on account of Damage by heavy collision on the 13<sup>th</sup> June 1896 and subsequent repairs in Dry Dock London and Australia: -*

*The L.P. and I.P. Cylinders examined in way of the Joint between these cylinders the same found to be leaking six Bolts in Bed-plate found loose in place. The Thrust-shaft found fractured between Coupling and the forward collar. The after length of the crank shaft examined and found in Satisfactory Condition*

*Damage repairs now done: - Joint between L.P. and I.P. Cylinders re-made six Bolts in Bed-plate renewed, a new Thrust-shaft fitted made in same "Haydi 2190 R.H." Forge Report attached.*

*As ordinary Examination: Propeller Stern-bush and outside fastenings of Sea connection examined and found Satisfactory*

*Copy of Damage Report attached.*

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 is in good condition and in my opinion eligible to remain as classed without further repair.*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *4/12 18 96*

Survey Fee (per Section 28) £ : : *9*

Special Damage Fee (per Section 28) £ *3 3 0* Received by me, *D. Ritchie*

Travelling Expenses (if chargeable) £ *2 17 0* 7/12/96

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

\*State if Certificate is required

Committee's Minute *TUES 8 DEC 1896*

Assigned *as now*

Lloyd's Register Foundation

LON711 - 0094



Thrust shaft & six bolts in bed plate removed  
and joint between L.P. & I.P. cylinders  
remade - due to 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 to  
remain AS CLASSED.

R. G.  
4/12/96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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