

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

(Received at London Office WED 2 DEC 1896

Date of writing Report *Dec 1<sup>st</sup> 1896* When handed in at Local Office *18* Port of *London*.  
 No. in Reg. Book *130* Survey held at *London* Date, First Survey *Nov. 21* Last Survey *Nov 27 1896*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Lifeshire"* Master *Wilson*  
 Tonnage { Gross *3220* Net *2425* Vessel built at *Newcastle* By whom *Swan Hunter* When *1887* YEAR. MONTH.  
 Registered Horse Power *429* Engines made at *Stockton* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*  
 No. of Main Boilers *3* Owners *(Swanfull, Martin & Co)* Port *Glasgow* Voyage *Australia*  
 No. of Donkey Boilers *1* If Surveyed *Afloat or in Dry Dock* *Shames did Dry Dk.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure— in Main Boilers *160 lbs* in Donkey Boilers *75 lbs*

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Docking*

(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 date 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?

If the Survey is not complete state what arrangements have been made for its completion?

*Examined propeller, screw shaft, stem bush, & sea connections fastenings.*  
*Found propeller boss cracked in way of keyway.*

*A new boss has now been fitted & the new spare screw shaft has also been fitted. Stem bush rewooded.*

General Observations, Opinion, and Recommendation: *This vessel's Machinery is now*  
 (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.)  
*as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ : :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 \*State if Certificate is required.

Fees applied for

5/1/97.18

Received by me,

20/11/97

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

Committee's Minute

Assigned *as now*

FRI 11 DEC 1896



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LON711-0111

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

\*Certificate to be sent to



Propeller bores & screw shaft renewed  
& stern bush re.wooded.

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.E.  
8/12/96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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