

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

VED. 13 JAN 1897

Date of writing Report *Jan 12* 18 *96* When handed in at Local Office *18* Port of *London*.  
 No. in Reg. Book. *20* Survey held at *on the Machinery of the Wood Iron or Steel* *P.P. Hainshire*  
 Date, First Survey *Nov 18* Last Survey *Jan. 5* 1897.  
 Master *Olson*  
 Tonnage { Gross *3819* Net *2438* Vessel built at *Newc.* By whom *Hawthorn Leslie & Co.* When *1889* 8.  
 Registered Horse Power *407* Engines made at *Do.* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*  
 No. of Main Boilers *3* Owners *(Turnbull, Martin & Co.)* Port *Glasgow*. Voyage *New Zealand*.  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *James Ltd Victoria St*  
 Steam Pressure—*160 lbs* in Main Boilers  
 in Donkey Boilers *90 lbs*

Last Survey No. *100 A.1. 5. 96* Port *London*Particulars of Examination and Repairs (if any) *B.S. & Damage.*

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?

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

*Examined Main & Donkey Boilers internally & externally Safety valves, all found to be in good condition.*

*Safety valves adjusted under steam as above.*

*Repairs to Engines due to damage by grounding. New screw shaft, & three new crank shafts fitted, Journal shaft fixed up, L.P. piston rod straightened, and Main Bearing Brasses reset.*

General Observations, Opinion, and Recommendation:—*This vessel's Boilers & Engines as*

(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.P., &c.)

*far as seen are now in good condition & in my opinion the vessel is eligible to remain as classed & have the record B.S. 7.97.*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ *2 : 10 : 0*  
 Special Damage Fee (per Section 28) £ *3 : 3 : 0*  
 Travelling Expenses (if chargeable) £ *5 : 13 : 0*  
 State if Certificate is required £ *5 : 2 : 0*

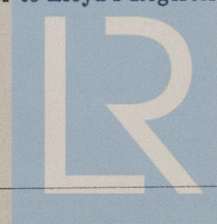
Fees applied for

14. 1. 18. 97

Received by me,

16/1/97

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

Committee's Minute *FRI. 15 JAN 1897*Assigned *B.S. 1.97*

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LON711-0270

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

\*Certificate to be sent to



Screw shaft, three crank shafts + metal in  
Main bearing brasses renewed, turned  
shafting lined up + L.P. piston rod  
straightened - due to damage

*It is submitted that  
this vessel is eligible for  
THE RECORD. B.S. 1.97.*

R. E.  
14/1/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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