

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

Date of writing Report *7 Jan 1897* When handed in at Local Office *4 Jan 1897* Port of *London*
(Received at London Office *4 Jan 1897*)
No. in Reg. Book. *695* Survey held at *London* Date, First Survey *and* Last Survey *4 Jan 1897*
on the Machinery of the Wood, Iron or Steel *S. J. Mimi* Master *C. Moore*
Tonnage { Gross *920* Net *564* Vessel built at *Sunderland* By whom *Ward & Nippon Co.* When *1893* II
Registered { Horse Power *120* Engines made at *When 93* Boilers, when made (Main) *93* (Donkey) *93*
No. of Main Boilers *1* Owners *Jennick, Robert & Co. Ltd* Port *London* Voyage *Byre*
No. of Donkey Boilers *1*
Steam Pressure in Main Boilers *160 lb* If Surveyed Afloat or in Dry Dock *In Orchard Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers *160 lb*

Last Survey No. *Port*
Particulars of Examination and Repairs (if any) *In Dry Dock + 100 AT. 5.95 + 7.96 + 11.93*
(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? *No.*
If the Survey is not complete state what arrangements have been made for its completion? *Complete.*

Propeller Stern-bush and outside fastenings of the Sea Connections examined and found satisfactory

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 fresh period.

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, *D. Ritchie*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
*State if Certificate is required
Committee's Minute
Assigned

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.

14/1/97.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation