

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

(Received at London Office)

WED. 27 JAN 1897

Date of writing Report *27 Jan 1897* When handed in at Local Office *27 Jan 1897* Port of *London*  
 No. in Reg. Book *315* Survey held at *London* Date, First Survey *19 Jan 1897* Last Survey *27 Jan 1897*  
 on the Machinery of the *Wood, Iron or Steel* *S. S. Sargasso* Master *P. Hambley*  
 Tonnage { Gross *1441* Net *927* Vessel built at *Glasgow* By whom *J. S. Thomson* When *1883* 5  
 Registered Horse Power *167* Engines made at *London* When *83* Boilers, when made (Main) *13* (Donkey) *76*  
 No. of Main Boilers *1* Owners *Scrutton & Co* Port *London* Voyage *N. India*  
 No. of Donkey Boilers *1*  
 Steam Pressure in Main Boilers *90 lb* If Surveyed Afloat or in Dry Dock *Afloat in S. S. Sargasso*  
 in Donkey Boilers *100 lb* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *58078* Port *London*Particulars of Examination and Repairs (if any) *B. S.*

(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?

*Know done: Main Boiler examined. Three stays in steam space found defective and slight corrosion in combustion flating. latter now drilled and strengthened found to be efficient.*  
*Repair: Three new stays fitted in steam space.*

*No opportunity now given to see safety valves adjusted. It is arranged with Owners that this will be done in vessel's next arrival in London say within three months.*

*To complete this survey the safety valves of main Boiler remains to be adjusted.*

## 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 lbs. F.D., &c.)

*The machinery of this vessel is in good condition and in my opinion eligible to remain as classed and debited record of B.S. 1.97 assigned when this survey is completed.*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 1 : :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 LESS 10%  
 £ 18 0

Fees applied for

28/1 18 97

Received by me,

2/4 18 97

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

\*State if Certificate is required

Committee's Minute FRI. 29 JAN 1897

Assigned

*Deferred for completion of B.S. 1.97*

FRI. 9 APR 1897

Lloyd's Register Foundation

LON 711 - 0339