

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

(Received at London Office) MON 25 JAN 1897

Date of writing Report 21 Jan 97 When handed in at Local Office 18 Port of London

No. in Reg. Book 315 Survey held at London Date, First Survey 15 Jan Last Survey 19 Jan 1897

on the Machinery of the Wood, Iron or Steel S.S. "Hura" Master Milne

Tonnage { Gross 656 Net 407 Vessel built at Kinghorn By whom J Key When 1844-9

Registered { Horse Power 80 Engines made at Birkenhead When 1877 Boilers, when made (Main) 1896 (Donkey) 1890

No. of Main Boilers one Owners J R Carter & Son Port London Voyage ✓

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Linehouse (State name of Dock.)

Steam Pressure 80 lb in Main Boilers 60 lb in Donkey Boilers 60 lb

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) 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? No

Do. " Donkey " " No

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

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? Yes

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

Damage by vessel foundering about 6 miles from Flushing on the 9th Jan 1897
Vessel placed in dry dock. Propeller shaft drawn & examined & found satisfactory. Propeller & sea connections & fastenings examined. Donkey suction & Ballast Donkey suction faced up. Stern Bush rewooded.
Crank shaft- lifted & examined, 2 forward bearings found scored have been filed up. Tunnel shafting opened & examined. Pumps examined, packing ring & Cui pump bucket scored & refitted. Condenser examined. Water service pipes cleared. Donkeys and Check Valves examined. Holding down bolts examined.
Main Boiler washed out.

General Observations, Opinion, and Recommendation: The Machinery of this vessel
 (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. 6,95, B.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)
is far as seen, is now in a safe working condition & eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	30.1 18 97
Special Damage Fee (per Section 28)	£	3	3	0
Travelling Expenses (if chargeable)	£	2	14	0
	£	2	17	0

*State if Certificate is required

Committee's Minute TUES 2 FEB 1897

Assigned as now

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



Lloyd's Register
 Foundation

LON711-0351

Has the Survey also been held on Ship? If so, the Report sent now, or when will it be sent?

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

*Certificate to be sent to.

*Stern bulk re-wooded & other slight repairs
- 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. E.
30/1/94.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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