

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

(Received at London Office)

SAT 6 FEB 1897

Date of writing Report *4 Feb 1897* When landed in at Local Office *5 Feb 1897* Port of *London*
 No. in Survey held at *London* Date, First Survey *4 Jan* Last Survey *12 Feb 1897*
 287 on the Machinery of the *Wood, Iron or Steel* *S. J. Cymbeline* Master *D. Forrest*
 Gross *1314* Vessel built at *St. John* By whom *Richardson, Puck & Co.* When *1879*
 Net *827* Engines made at *H. Pool* When *79* Boilers, when made (Main) *79* (Donkey) *79*
 Registered Horse Power *145* Owners *Hornblower & Co.* Port *Hull* Voyage *Hull*
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *Canal by Rk.*
 No. of Donkey Boilers *1* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *1314* Port *London*
 Particulars of Examination and Repairs (if any) *Damage +100 Al. 9.96*
 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?

Complete.
Now done by Depel's Damage sustained through going ashore on the 18th of November 1896 while in Voyage Rangoon to Kantonisari:—
Vessel placed in dry dock. Propeller Stern-bush and all Sea Connections and their footings examined. Donkey Engines, Bilge Pumps and Connections examined. Condensing Pump examined. Repairs for Damage done done:— Feed and Ballast Donkey Pumps generally overhauled and put in good working order. A new Propeller Shaft fitted.

Please see copy of Damage Report attached.
 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, 10.00, F.D., &c.)
The Machinery of this Vessel so far as was examined is in good condition and in my opinion eligible to remain as classed. Without fresh records.

Office or Registration Fee (per Sec. 27) £ *2.2*
 Survey Fee (per Section 28) £ *2.2*
 Special Damage Fee (per Section 28) £ *2.2*
 Travelling Expenses (if chargeable) £ *1.18.0*
 Fees applied for *9.2.1897*
 Received by me, *J. A. R. R. R.*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required
 Committee's Minute *FRI. 12 FEB 1897*
 Assigned *As now*
 Lloyd's Register Foundation
 LON 711-0388

Feed & ballast Donkey pumps overhauled &
propeller nut renewed - due to damage

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.L.
9/2/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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