

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

WED. 17 FEB 1897

(Received at London Office)

Date of writing Report 13 Feb 1897 When handed in at Local Office 16 Feb 1897 Port of London

No. in Reg. Book Survey held at London Date, First Survey 31 Dec 46 Last Survey 8 Feb 1897

on the Machinery of the Wood, Iron or Steel S. Science Master W. A. Gray

Tonnage { Gross 1244 Net 810 Vessel built at Sunderland By whom W. Pile & Co When 1868 MONTH 3

Registered Horse Power 142 Engines made at " When 69 Boilers, when made (Main) 87 (Donkey) 73

No. of Main Boilers 2 Owners Westcott & Lunnell Port London Voyage Malta

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 65 lb If Surveyed Afloat or in Dry Dock Afloat in W. India Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 87 (State name of Dock.) Dry Dock

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage +90.41

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
		<u>LMC 2.94</u>
		<u>+NB 1.87</u>
		<u>BS 7.96</u>

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? 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? Mr. Under not done.

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? complete.

Now done in account of Damage please see Interwork Report to 3329 and copy of Damage Report herewith attached:

Cylinder Piston Slide Valves Pumps Condensers examined. Piston shaft drawn in and with crank. Thrust & Inboard shafting examined.

Damage repairs now done: — Holding down bolts overhauled and two new ones fitted. The main and fore bilge discharge pipes repaired. Rose Boxes and bilge suction pipes cleaned and four ditto repaired. Feed & Bilge Pump plungers turned & fitted with new gland bushes & new spindles. Main Crashed for Pumps fitted with new and run the Air & Circ Pump rods failed and all fitted in place. A.P. Slide Spindle fixed & re-fitted. New packing ring fitted to A.P. Piston. Donkey Engine Plungers overhauled. Tubes removed from Condensers tested and re-fitted. Several new tubes being supplied. Two new main Brasses fitted. Metal in main bearings renewed. Crank Shaft re-bedded and all shafting re-coupled. New Inboard brasses fitted to A.P. & L.P. Connecting rods.

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 record.

The Piston Shaft being now ^{found} satisfactory it is recommended that this vessel's name be removed from special limitation list.

Office or Registration Fee (per Sec. 27) £ : : 14.2.1897

Survey Fee (per Section 28) £ : : 3.3

Special Damage Fee (per Section 28) £ : : 3.6

Travelling Expenses (if chargeable) £ : : 2.17.0

Fees applied for 14.2.1897

Received by me, J. R. [Signature]

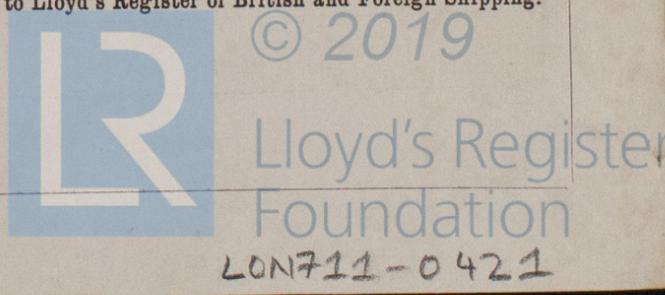
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____

Committee's Minute FRI, 19 FEB 1897

Assigned as now

but without limit



Has a Survey also been held on ...

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

*Certificate to be sent to ...

As ordinary repairs: a new gun metal patch fitted to condenser.

J. Retchie

As the Propeller shaft of this vessel appears to be in good condition it is respectfully recommended that the limit on same be now discontinued.

J. Retchie

Considerable repairs to engines owing 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 CLASS-D. Discontinued from the Limitation Act.

G.S.

19.2.97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register Foundation