

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

Date of writing Report *19 Feb 1897* When handed in at Local Office *19 Feb 1897* Port of *London*  
 No. in Reg. Book. *233* Survey held at *London* Date, First Survey *18 Feb 1897* Last Survey *18 Feb 1897*  
 on the Machinery of the *Wood, Iron or Steel* *J. J. Sevioldale* Master *Gordon*  
 Tonnage { Gross *3847* Net *2538* Vessel built at *Glasgow* By whom *J. Hamilton & Co* When *1874* YEAR. MONTH.  
 Registered Horse Power *275* Engines made at *Glasgow* When *74* Boilers, when made (Main) *74* (Donkey) *74*  
 No. of Main Boilers *2* Owners *P. Mitchell & Co* Port *Glasgow* Voyage *New York*  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in H. I. Dock*  
 Steam Pressure— in Main Boilers *160 lb* (State name of Dock.)  
 in Donkey Boilers *100*

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Condition +100 At 11.96*

CHARACTER.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey. Date of last Survey and of Periodical Surveys.		

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

*On Vessel's Return to London.*  
*Wood on account of Damage by their Steamer going ashore on the 25<sup>th</sup>, 16 & 27 Aug 97. See copy of Damage Report attached:—*  
*Condenser examined & High Leakage has existed at joint of after tube Plate same has been caulked and cemented and the Condenser satisfactorily tested.*  
*It is recommended that on the vessel's next return to L. R. the above tube Plate be taken off & re-jointed also that the sea connections be overhauled and the tail shaft be drawn in for examination. The Owners representative has arranged that this will be done.*

## 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. Subject to the above recommendation being carried out. Copy of letter to Owners attached.*

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

Survey Fee (per Section 28) £ : :

Special Damage Fee (per Section 28) £ 2 : 2

Travelling Expenses (if chargeable) £ 1 : 18 0

State if Certificate is required *No.*

Committee's Minute

Assigned *As not subject*

Fees applied for

19/2.18 97

Received by me,

27/2/18 97

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

FRI. 26 FEB 1897

TUES MAR 23 1897

FRI. 21 MAY 1897

TUES 20 APR 1897

Lloyd's Register

Foundation

Lar 712-0010



Slight repairs to condenser, owing to damage.

Other repairs to be done on the vessel's return to port.

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, subject to  
the after tube plate of condenser being  
rejointed, the sea-connections being  
overhauled, & the screw shaft  
drawn for examination.

*J. L. S.*

24.2.97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation