

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

(Received at London Office)

FRI. 20 FEB 1897

Date of writing Report *19 Feb 97* 18 *97* When handed in at Local Office *19 Feb 97* 18 *97* Port of *London*
 No. in Reg. Book *147* Survey held at *on the Machinery of the Wood, Iron or Steel* Date, First Survey *13 Jan* Last Survey *17 Feb 97*
 Tonnage Gross *1278* Net *785* Vessel built at *Sturtevant* By whom *J. P. Austin & Son* Master *A. H. Smith*
 Registered Horse Power *147* Engines made at *Sturtevant* When *'96* Boilers, when made (Main) *'96* (Donkey) *'96*
 No. of Main Boilers *1* Owners *W. Cory & Son Ltd* Port *London* Voyage *Sturtevant*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *In Green Dry Dock*
 Steam Pressure in Main Boilers *160 lb* (State name of Dock.)
 in Donkey Boilers *90*

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Damage +100 AH. 9. 96. +140 C. 10. 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 at 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
Inspected on account of Damage by Dept being in collision and going on hard on the 10th Jan 97. See Copy Damage Report attached: Condenser Cirg Pump, Donkey Engines and Bilge Injection Valve opened up and the Tail Shaft drawn in for examination. Damage Repairs have done: Bottom seams of Main Boiler Shell Caulked and this Boiler internally cleaned all Sea Connections overhauled and re-fitted in place.

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, F.D., &c.)

The Machinery of this vessel is in good condition and in my opinion eligible to remain as classed, without fresh record.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *25/2 18 97*
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ *2 2*
 Travelling Expenses (if chargeable) £ *1 18 0*
 LESS 10% *18 0*
 £ *1 18 0*
 Received by me, *J. P. Ritchie*
 4/3 18 97
 State if Certificate is required *SAH 4*

Committee's Minute *FRI. 26 FEB 1897*Assigned *As now*

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



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L0712-0016

It is submitted that
this vessel is eligible to
remain AS CLASSED.

[Signature]
25.2.97

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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