

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

(Received at London Office)

FRI. 20 FEB 1897

Date of writing Report 19 Feb 1897 When handed in at Local Office 19 Feb 1897 Port of London

No. in Reg. Book 147 Survey held at London Date, First Survey 13 Jan Last Survey 17 Feb 1897

147 on the Machinery of the Wood, Iron or Steel S. Harbour Master A. Smiley

Tonnage Gross 1278 Net 785 Vessel built at Underland By whom S. P. Austin & Co When 1896 YEAR. MONTH. 9

Registered Horse Power 147 Engines made at London When '96 Boilers, when made (Main) '96 (Donkey) '96

No. of Main Boilers 1 Owners W. Cory & Son Ltd Port London Voyage Underland

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In Green Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 lb in Donkey Boilers 90

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage +100 AH. 9.96. +L.M.C. 10.96

(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.)

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? yes.

not mentioned in survey

complete

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

Good due 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, Porting Engines and Bilge Injection Valve opened up and the Gait Shaft drawn in for examination. Damage Repairs had 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 period.

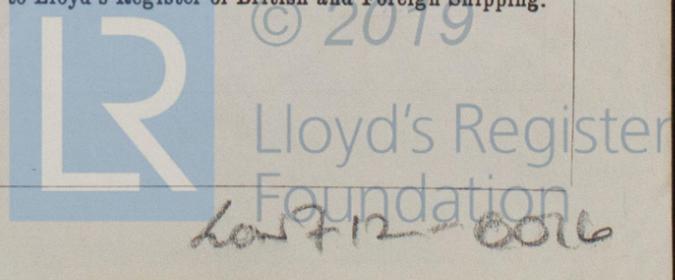
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	<u>25/2 18 97</u>
Special Damage Fee (per Section 28)	£	<u>2</u>	<u>2</u>	Received by me,
Travelling Expenses (if chargeable)	£	<u>1</u>	<u>18</u>	<u>4/3 18 97</u>
				<u>SAH 4</u>

*State if Certificate is required _____

Committee's Minute FRI. 26 FEB 1897

Assigned as now

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



Has a Survey also been made of the hull? If so, in the Report sent now, or when it is sent.

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

*Certificate to be sent to:

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

[Signature]

25.2.97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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