

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

(Received at London Office)

FRI. 26 FEB 1897

Date of writing Report 25 Feb 97 When handed in at Local Office 18

No. in Reg. Book. Survey held at London

Date, First Survey 9 Feb Last Survey 23 Feb 1897

on the Machinery of the Wood, Iron or Steel S. S. "Acacia"

Master J. Grant

Tonnage Gross 415

Net 244

Registered Horse Power 80

No. of Main Boilers 2

No. of Donkey Boilers 2

Steam Pressure in Main Boilers 80 lbs

in Donkey Boilers 80 lbs

Vessel built at Port Glasgow

By whom W Hamilton

When 1879

Engines made at Glasgow

Boilers, when made (Main) 1889 (Donkey) 1890

Owners J. S. Harrison

Port London

Voyage Export

If Surveyed Afloat or in Dry Dock Battlebridge

(State name of Dock.)

Last Survey No. 6298 Port Swansea

Particulars of Examination and Repairs (if any) D.S.

(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?

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

Examined Main Boiler externally and internally and found it in fair condition. The screw stay in port C Chamber Beck renewed. Metal Chocks, at side of boiler, fitted on bearers
Examined safety valves & found satisfactory
Examined Donkey Boiler externally and internally and found it in good condition
Examined safety valve & found satisfactory.
Examined Main & Donkey Boilers under steam and adjusted safety valves to working pressure.

Observations, Opinion, and Recommendation: The Machinery of this vessel, after 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 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, &c.)

As seen, is now in a safe working condition eligible in my opinion to have B.S. 2.94 Recorded in the Register of this Society.

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £ 1 10 0

Special Damage Fee (per Section 28) £ 3 0

Travelling Expenses (if chargeable) £ 1 7 0

*State if Certificate is required

Committee's Minute

Assigned

Fees applied for

26/2 1897

Received by me,

27/2 1897

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

CERTIFICATE

WATSON 9357

TUES MAR 2 1897



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Lloyd's Register

Foundation

Lew 712-0025

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

*Certificate to be sent to

One screw stay renewed - due to wear & tear.

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 for
THE RECORD. B.S. 2.94.

A.B.
26/2/94.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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