

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

(Received at London Office

FRI. 26 FEB 1897

Date of writing Report 24 Feb 97 When handed in at Local Office 28 Feb 97 Port of London
No. in Survey held at London Date, First Survey 12 Feb 97 Last Survey 18 Feb 1897
Reg. Book. 905 on the Machinery of the Wood, Iron or Steel S. S. Mowrie Master Arthur
Tonnage { Gross 3223 Vessel built at Belfast By whom Northman, Clark & Co When 1895-10
Net 2092 Engines made at Belfast When 95 Boilers, when made (Main) 95 (Donkey) -
Registered Horse Power 334 Owners J. Dixon & Sons Port Belfast Voyage Swansea
No. of Main Boilers 3 No. of Donkey Boilers 2 If Surveyed Afloat or in Dry Dock in Dry Dock
Steam Pressure 180 lb in Main Boilers 180 lb in Donkey Boilers 180 lb
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 10041 Port Swansea
Particulars of Examination and Repairs (if any) Condition +10041, 5-96 + Tue 10-95

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

Not under survey.
Imp done. Tail Shaft drawn in and examined
Propeller Stern-bush and fastenings of the Sea
Connection examined
Repairs. New Tignum Vitae lining fitted in
Stern-bush in Shaft.

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 now
classed. Without further record.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, D. P. R. A. H.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
State if Certificate is required
Committee's Minute TUES MAR 2 1897
Assigned As now

