

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

Date of writing Report *3rd March 1897* When handed in at Local Office *3rd March 1897* Port of *London*
 No. in Reg. Book *372* Survey held at *London* Date, First Survey *25 Feb 1897* Last Survey *25 Feb 1897*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Cargo "Romano"* Master *J. H. Widgery*
 Tonnage { Gross *2690* Net *1735* Vessel built at *S. Shields* By whom *J. Readhead & Son* When *1893* YEAR. MONTH. *9*
 Registered Horse Power *283* Engines made at *4* When *'93* Boilers, when made (Main) *'93* (Donkey) *'93*
 No. of Main Boilers *2* Owners *Rigland & Co* Port *London* Voyage *Port & River*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *In Millwall Dry Dock*
 Steam Pressure— *160 lb* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Main Boilers *160 lb*
 in Donkey Boilers *50 lb*

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Damage +100 Al. 8.96. + L.M.C. 9.93.*

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 " "

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?

What pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

What pressure were they afterwards adjusted?

Was 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.*

Involvement in account of Damage by heavy weather from 1st to 4th February 1897 while vessel on voyage to Orleans & London. Examined Propeller and Stern-bush and the Tail Shaft after same being drawn in. Found Propeller to be broken the Stern-bush worn down and the Propeller Shaft to be fractured.

Damage Repairs now done: Lower part of Stern-bush replaced withignum vitale, a new Propeller and the (new) spare Propeller Shaft fitted.

Outside fastenings of the Sea Connection examined and found in good condition.

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 H.P.D., &c.)

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

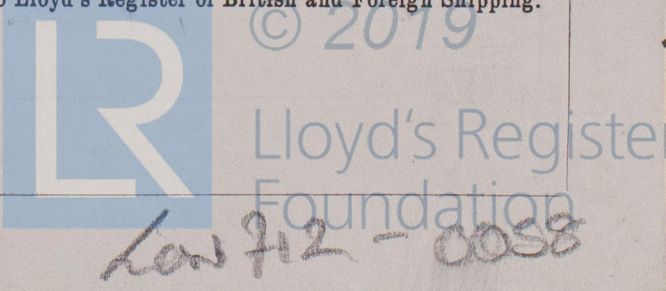
Fee or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ *3 : 3 : 0*
 Travelling Expenses (if chargeable) £ *2 : 17 : 0*

Fees applied for *23/4 1897*
 Received by me, *J. H. Widgery*
 20/4 1897

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

Date if Certificate is required _____
 Committee's Minute *FRI. MAR 5 1897*

Signed *As now*



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

*Certificate to be sent to

Propeller, screw shaft renewed - due
to damage

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.

R.B.
4/3/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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