

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

Date of writing Report 19 March 1897 When held in at Local Office 19 March 97 Port of LONDON
No. in Reg. Book 381 Survey held at LONDON Date First Survey 17 March 1897 and Last Survey 17 March 1897
on the Machinery of the Wood, Iron or Steel Master J. E. Hall
Tonnage { Gross 1334 Net 860 Vessel built at W. H. Pool By whom Deaton Gray & Co When 1871 YEAR. MONTH.
Registered Horse Power 148 Engines made at McAlister When 71 Boilers, when made (Main) 90 (Donkey) 90
No. of Main Boilers 2 Owners J. Hall, Mrs J. Hall Port LONDON Voyage Oporto
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock At Cubitt Town Dry Dock
Steam Pressure in Main Boilers 80 lb in Donkey Boilers 65 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. _____ Port _____
Particulars of Examination and Repairs (if any) In Dry Dock + 100 A. 1. 8. 96 SS 2nd 11. 95
(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.

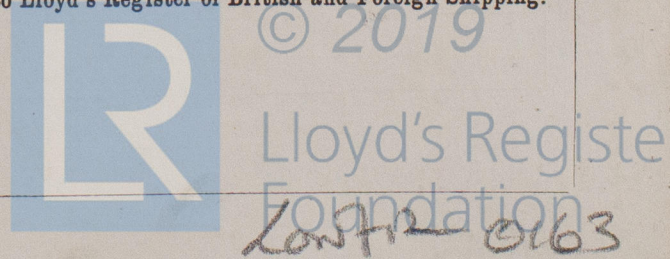
If the Survey is not complete state what arrangements have been made for its completion? Complete
has done. - Tail shaft drawn in and with stem-bush
propeller and outside fastenings of the sea connections
examined and found in life in good condition.

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, or I.B., F.D., &c.)
The machinery of this vessel is in good condition and
in my opinion capable to remain as closed without
fresh records.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 10 Received by me, 10
Survey Fee (per Section 28).....	£ : :	
Special Damage Fee (per Section 28).....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

*State if Certificate is required _____
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES MAR 30 1897
Assigned as now TUES. 3 AUG 1897



Screw shaft examined

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

W.S.
27.3.97.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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