

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

1UES MAR 30 1897

(Received at London Office)

Date of writing Report March 29 1897 When handed in at Local Office London is 18 Port of London

No. in Reg. Book 496 Survey held at London Date, First Survey March 24 Last Survey March 27 1897

on the Machinery of the Wood Iron or Steel S.S. Lord Erne Master Sunn

Tonnage { Gross 5570 Net 3647 Vessel built at Belfast By whom Harland & Wolff When 1892 YEAR. MONTH. 5

Registered Horse Power 429 Engines made at Do When 1892 Boilers, when made (Main) 1892 (Donkey) 1892

No. of Main Boilers 1 Owners W.H. Shipowners Co. Lim. Port Belfast Voyage A.S.A.

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Silbury (State name of Dock.)

Steam Pressure—180 lbs in Main Boilers 180 lbs in Donkey Boilers 180 lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1. 696.</u>		<u>L.M.C. 6.96.</u>
<u>S.S. Lon 901.96.</u>		

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Donkey.

(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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Survey not due

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. New shafts fitted. Completed.

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

Remained screw shafts, propellers, stem bushes, & sea connections fastenings. The screw shafts, which were corroded at end of liners, have now been renewed.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition. In my opinion the vessel is eligible to remain as classed.

(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.P., &c.)

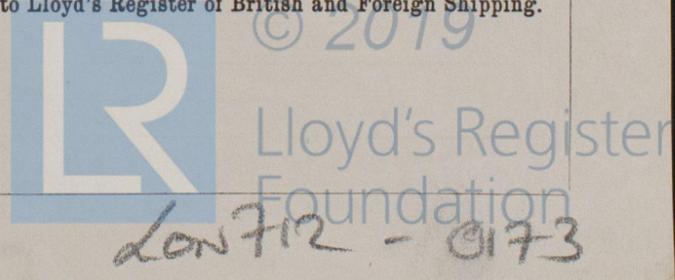
Office or Registration Fee (per Sec. 27)..... £ : :	Fees applied for	
Survey Fee (per Section 28)..... £ : ✓		18
Special Damage Fee (per Section 28)..... £ : ✓		Received by me,
Travelling Expenses (if chargeable)..... £ : :		18

State if Certificate is required _____

Committee's Minute FRI. 2 APL 1897

Assigned as above

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



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

*Certificate to be sent to...

Screw shafts renewed (due to corrosion)

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**.

HL
30/3/97

missed in aft part - rusting
out - part in section aft of
port side of hull - rusting
could be made to rusting as
part of hull in 1915

14/10/10
rusting

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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