

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

(Received at London Office)

MON 5 APL 1897

Date of writing Report *27 March 1897* When handed in at Local Office *27 March 1897* is *Port of London*

No. in Reg. Book *746* Survey held at *London* Date, First Survey *27 March* Last Survey *April 2, 1897*

746 on the Machinery of the *Wood, Iron or Steel* *S. S. Buckingham* Master *J. George*

Tonnage Gross *2877* Net *1876* Vessel built at *W. Hill* By whom *J. Gray & Co* When *1891* YEAR. MONTH. *3*

Registered Horse Power *258* Engines made at *Raeburn & Bird* When *'91* Boilers, when made (Main) *'91* (Donkey) *'91*

No. of Main Boilers *2* Owners *Raeburn & Bird* Port *Glasgow* Voyage *Boston*

No. of Donkey Boilers *2* Owners *Raeburn & Bird* Port *Glasgow* Voyage *Boston*

Steam Pressure— in Main Boilers *16 lbs* in Donkey Boilers *65* If Surveyed Afloat or in Dry Dock *Afloat in Hull* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Boiler Survey*

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A. 1. 11. 96</i>		<i>H.M.C. 1. 95</i>
<i>SS 171 20. 1. 95</i>		

Damage

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes.*

Do. " Donkey " " " " *yes.*

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? *yes.*

At what pressure were they afterwards adjusted under steam? *16 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.*

To what pressure were they afterwards adjusted? *65 lbs.*

Has the propeller shaft been drawn and examined at this time? *Yes & a new shaft fitted*

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

Now done. Main Boilers examined throughout and found to be generally in satisfactory condition

Examined Donkey Boilers internally & externally and safety valves, all in good condition.

All safety valves adjusted under steam as above.

Repairs due to damage, caused by propeller striking wharf. A new propeller and screw shaft fitted.

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 Boilers & Engines of this vessel are in good condition and in our opinion eligible to remain as classed with fresh record of

B.S. 4.97

Office or Registration Fee (per Sec. 27).....	£	:	:
Survey Fee (per Section 28).....	£	2:10:0	
Special Damage Fee (per Section 28).....	£	2:2:0	
Travelling Expenses (if chargeable).....	£	4:9:0	
	£	4:3:0	

Fees applied for *5/11/94 1897*

Received by me, *[Signature]*

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

Committee's Minute *TUES 13 APL 1897*

Assigned *[Signature]*

LON 712 - 0212

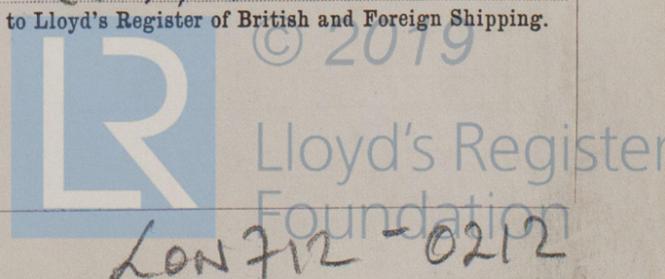
If so, is the Report sent now, or when will it be sent?

2809-15/9/94.—Transfer Ink.

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

*Certificate to be sent to.



Propeller & screw shaft renewed (on account
of damage) caused by propeller striking wharf

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. 4, 97

FLS

9/4/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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