

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

(Received at London Office)

5.5.97

Date of writing Report 4 May 1897 When handed in at Local Office 4 May 1897

Port of London

Survey held at London

Date, First Survey 28 April 1897 Last Survey 29 April 1897

on the Machinery of the Wood, Iron or Steel S.S. Atlantis

Master A. G. Taylor

Gross 1426

Net 916

Vessel built at Glasgow

By whom J. G. Thomson

When 1884 6

Registered 144

Engines made at

When 84 Boilers, when made (Main) 84 (Donkey) 96

of Main Boilers 1

Owners Scrutton & Co. Ltd.

Port London

Voyage W. Indies

of Donkey Boilers 1

If Surveyed Afloat or in Dry Dock In W. 1 Dry Dock

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

Steam Pressure 90 lb.

(State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual

+ 100 H. 2.97

+ 100 H. 8.96

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? No.

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

How done: Propeller, Stern-bush and outside fastenings, &c. etc. Sea connections examined and found Satisfactory.

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 classed, without fresh record.

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

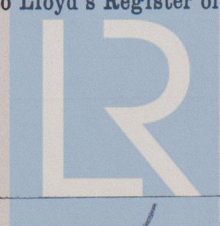
Certificate is required

Surveyor's Minute

FRI. 7 MAY 1897

as now

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



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LON 712 - 0305

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

LS
5/5/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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