

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

(Received at London Office

MON 10 MAY 1897

Date of writing Report 5 May 1897 When handed in at Local Office 18 Port of London

No. in 33 Survey held at London Date, First Survey 30 April Last Survey 4 May 1897

on the Machinery of the Wood, Iron or Steel S.S. "Armstrong Grange" Master J Bennett

Gross 3444 Net 2220 Vessel built at Belfast By whom Wickman Clark & Co When 1894 YEAR. MONTH. 1894 - 11

Registered Power 327 Engines made at Belfast When 1894 Boilers, when made (Main) 1894 (Donkey) 1895

Main Boilers 2 Owners Armstrong Grange & Co Ltd Port London Voyage Alcoa Bay

Donkey Boilers one Shoulder Bush & Co Milwall Surveyed in Dry Dock (State name of Dock.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 5.96		+2m C 11.94 NOB 95

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the 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

Did the Surveyor go inside the Donkey Boiler? No

Why was not done, state for what reasons? Not open for survey

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

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

Damage by rope fouling shaft & cutting bush. Bush placed in dry dock. Examined propeller, Propeller shaft (drawn), Stern Bush (rewooded), and all sea connection fastenings & satisfactory. Pins on land ring of bush overhauled & the Stern Gland broken, renewed.

The propeller shaft, certificate of which is appended was fitted on board last voyage as spare.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, as far as seen, is now in a safe working condition and eligible, in my opinion, to remain so classed.

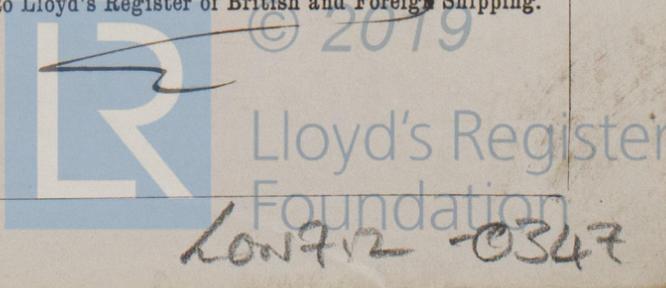
Fee or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	10 5 18 97
Special Damage Fee (per Section 28)	£	1	1	0
Travelling Expenses (if chargeable)	£	2	0	19 0
				19 0

Received by me, Thomas R Blackie Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Date if Certificate is required TUES 11 MAY 1897

Committee's Minute as now

Assigned as now



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

Certificate to be sent to...

Screw shaft examined stem broken

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.

unwooded & stem gland renewed
due to damage.

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

FLS
10/4/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation