

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

MON 21 JUN 1897

(Received at London Office)

Date of writing Report *19 June 1897* When handed in at Local Office *19 June 1897* Port of *London*
 Date, First Survey *19 June 1897* Last Survey *18 June 1897*
 Survey held at *London* Master *Feint*
 on the Machinery of the *Wood Iron or Steel*
 Gross *2807* Net *1764* Vessel built at *Newcastle* By whom *Wigham Richardson & Co* When *1888* 7
 Registered *383* Engines made at *Donkey* When *88* Boilers, when made (Main) *88* (Donkey) *88*
 of Main Boilers *3* Owners *R. Lind* Port *London* Voyage *Australia*
 of Donkey Boilers *1*
 Steam Pressure *152 lb* If Surveyed Afloat or in Dry Dock *Afloat in N. 1* Particulars of Classification (which must be inserted
 in Main Boilers *80* (State name of Dock.) *Dry Dock* precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Complete. U. C. + 100 A. 1. 2-96 + L. M. C. 7-92*

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? *152 lb*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? *80*

Was the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Now done: - Propeller outside fastenings of sea connections and the Stern-bush examined latter worn 3/16 of an inch. Main and Donkey Boilers tried under steam and their Safety Valves adjusted as above.

Please see London Report - No 58548.

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 order and, in my opinion eligible to remain as classed with fresh record of L.M.C. as already recommended.

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

e if Certificate is required

Committee's Minute

WED. 23 JUN 1897

Signed *+ L. M. C. 2, 9, 92*

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



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*It is submitted that
this vessel is eligible for
THE RECORD. + L.H.C. 2. 97.*

*J.H.S.
23.6.97*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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