

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

(Received at London Office.

SAT 5 JUN 1897

Date of writing Report 4 June 97 When handed in at Local Office 18 Port of London

No. in Reg. Book. 280 Survey held at London Date, First Survey 21 May Last Survey 3 June 1897

on the Machinery of the Wood, Iron or Steel Tug "William Flower" Master J. Guire

Tonnage { Gross 45 Net - Vessel built at Port Glasgow By whom J. J. Dunlop & Co When 1890 Boilers, when made (Main) 1890 (Donkey) ✓

Registered Horse Power 30 Engines made at Port Glasgow Owners Flower & Everett Port London Voyage ✓

No. of Main Boilers one No. of Donkey Boilers none Steam Pressure in Main Boilers 70 lb If Surveyed Afloat or in Dry Dock Nelson (State name of Dock.)

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

Last Survey No. PortParticulars of Examination and Repairs (if any) LmC

(Periodical Surveys, when held, must be reported in detail and serialim 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?

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

Vessel placed in dry dock. Examined Propeller, Stern Bush (renewed), and all sea connections & fastenings & found them satisfactory.

Examined all cylinders, pistons, bores, valves & faces, Condensers, Air, Circulating, Feed & Bilge pumps, crank, Tunnel & Thrust Shafting.

The HP cylinder has been bored to 15.578" dia and a new hood with ramsbottom rings fitted to piston of same, one Tunnel block refilled with patent metal. The

Division plate on HP condenser door repaired

Examined Main Boiler externally & internally and found it in fair condition

Examined Safety Valves & found them in fair condition

Examined Main Boiler under steam & adjusted safety valves to working pressure.

General Observations, Opinion, and Recommendation: The Machinery of this vessel,

(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.)

As far as seen, is now in a safe working condition & eligible, in my opinion, to have + LmC 6.97 Recorded in the Register of this Society.

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 2 : 10 : 0
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ 2 : 5 : -

Fees applied for

576 18 97

18 97

Received by me

18 97

State if Certificate is required

Committee's Minute

Assigned

+ LmC 6.97

TUES 8 JUN 1897

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



Lloyd's Register Foundation

LON 712 - CH 76

Screw shaft examined stern bush renewed

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.

H. Paylinde broken (due to wear & tear)

It is submitted that
this vessel is eligible for
THE RECORD.

+ L. H. C. 697

LS
5/6/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation