

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

(Received at London Office) THUR, 3 JUN 1897

Date of writing Report June 2 1897. When handed in at Local Office is Port of London.

No. in 130 Survey held at London. Date First Survey May 20. Last Survey June 16 1897.

on the Machinery of the Wood, Iron or Steel S.S. Lifeshire Master G. Moss.

tonnage { Gross 3720 Net 2425 Vessel built at Newcastle. By whom Swan & Hunter. When 1857. 7.

Registered Horse Power 439 Engines made at Newcastle When 1857 Boilers, when made (Main) 1857 (Donkey) 1857.

No. of Main Boilers 3 Owners (J. W. Bull, Martin & Co) Port Glasgow Voyage Bristone.

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Blackwall Dock & R.A.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port B.S. & Donkey

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.

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

Do. " Donkey " " " Yes.

Why was this not done, state for what reasons? ✓

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

2. 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? Yes.

3. Did the Surveyor examine the Safety Valves of the Main Boiler? 164 lbs.

4. What pressure were they afterwards adjusted under steam? Yes.

5. Did the Surveyor examine the Safety Valves of Donkey Boiler? 70 lbs.

6. What pressure were they afterwards adjusted? No.

7. Has the propeller shaft been drawn and examined at this time? Completed.

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

Examined Main & Donkey Boilers internally & externally & Safety valves, also propeller, stem bush & sea connections fastenings. Propeller shaft $\frac{1}{8}$ " down. All in good condition.

Safety valves adjusted under steam as stated above.

General Observations, Opinion, and Recommendation:— This vessel's Boilers & Machinery as far as seen are now in good condition & in my opinion the vessel is eligible for the record B.S. 6.97.

Registration Fee (per Sec. 27) £ :
 Survey Fee (per Section 28) £ 2 : 10.0
 Local Damage Fee (per Section 28) £ : 5.0
 Selling Expenses (if chargeable) £ 2 : 5.0

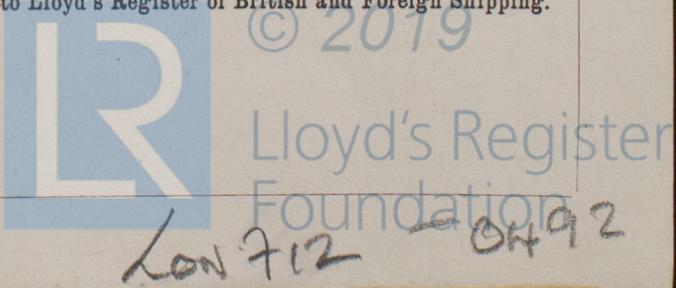
Fees applied for 10/6 1897
 Received by me, H. H. 18 97

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

Date if Certificate is required FRI, 11 JUN 1897

Committee's Minute 1886, 97

Assigned 1886, 97



*Certificate to be sent to

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. P. G. 97

LL

10/6/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation