

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

WED. 30 JUN 1897

(Received at London Office.)

Date of writing Report June 29 1897 When handed in at Local Office London is Port of London  
No. in Reg. Book 32 Survey held at London Date, First Survey 2 Last Survey June 21<sup>st</sup> 1897  
on the Machinery of the Wood, Iron or Steel S.P. Hainsworth Master Olson  
Tonnage { Gross 3819 Vessel built at Nure By whom Hawthorn Leslie & Co When 1889 8.  
Net 2438 Engines made at St When 1889 Boilers, when made (Main) 1889 (Donkey) 1889  
Registered Horse Power 407 Owners (Turnbull, Martin & Co) Port Glasgow Voyage Australia  
No. of Main Boilers 3 If Surveyed Aboard or in Dry Dock Shames Ltd Dry Dock  
No. of Donkey Boilers 1 (State name of Dock.)  
Steam Pressure in Main Boilers 160 lbs  
in Donkey Boilers 90 lbs

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1. 3.97</u>		<u>L.M.C 10.93</u>
<u>SS Lon 1.94</u>		<u>B.S. 1.97</u>

Last Survey No. Port  
Particulars of Examination and Repairs (if any) Dorking

(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?

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?

Examined propeller, stem bush, & sea connection's fastenings, all in good condition. Shaft down 1/16" bare.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as  
(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.)

for as seen in good condition & in my opinion the vessel is eligible to remain as classed.

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

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

\*State if Certificate is required

Committee's Minute

Assigned

TUES 13 JUL 1897

FRI. 4 FEB 1898

TUES. 2 AUG 1898

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Lloyd's Register Foundation



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

*LS*

*12/7/97*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation