

MON 19 JUL 1897

(Received at London Office.....)

Date of writing Report 17th July 18. 97 When handed in at Local Office 17th July 18. 97 Port of London

Tonnage		Gross <i>2370</i>	YEAR. MONTH.	
		Net <i>1513</i>	When <i>1893 11</i>	
Registered	<i>248</i>	Vessel built at <i>Nederland</i>	By whom <i>L. Loring</i>	
Horse Power	<i>2</i>	Engines made at <i>"</i>	When <i>'93</i>	Boilers, when made (Main) <i>'93</i> (Donkey) <i>'93</i>
No. of Main Boilers	<i>1</i>	Owners <i>Bullard King & Co</i>	Port <i>London</i>	Voyage <i>Natal</i>
No. of Donkey Boilers	<i>1</i>	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		
Steam Pressure— in Main Boilers	<i>160 lb</i>	If Surveyed Afloat or in Dry Dock <i>In Cubit Iron Dry Dock</i>		
in Donkey Boilers	<i>60 "</i>	(State name of Dock.)		

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

Do. " Donkey " "

and what parts of the Boilers could not be thus thoroughly examined?

So 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 ?

1. Does the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

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

If spare propeller shaft fitted, state whether new?

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

Now done - Propeller retained fastenings of sea connections
and the Stern - bush examined latter down $\frac{1}{8}$ "

General Observations, Opinion, and Recommendation:—

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 $\frac{1}{2}$ 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 the fresh record

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

State if Certificate is required

Committee's Minute

FRI. 23 JUL 1897

Assigned

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

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Foundation

WON713-0081

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 to
remain as **CLASSED.**

JM
19/7/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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