

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

(Received at London Office)

Date of writing Report Aug 3 18 97. When handed in at Local Office London is Port of London AUG 1897

No. in Reg. Book 718 Survey held at London Date, First Survey July 22. Last Survey July 31 18 97.

on the Machinery of the Wood, Iron or Steel S.S. Appomattox Master Boyle

Tonnage { Gross 2875 Net 1821 Vessel built at W. Hpl. By whom Jarner, Watty, & Co When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

Registered Horse Power 412 Engines made at Chesapeake Ohio S.S. Co. Lin Port W. Hpl. Voyage Newport News

No. of Main Boilers 2 Owners Chesapeake Ohio S.S. Co. Lin Port W. Hpl. Voyage Newport News

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

Steam Pressure—160 lbs in Main Boilers 80 lbs in Donkey Boilers

Last Survey No. PortParticulars of Examination and Repairs (if any) Part S.S. No. 1

(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 date 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?

return is about (five) weeks time.

To complete the Survey. The Donkey Boiler & its safety valves & be examined and all the safety valves & be adjusted under steam.

Examined Main Boilers and safety valves, also cylinders, pistons, valves, pumps & condenser, sea & bilge connections, cranks, thrust, tunnel, and propeller shafts, propeller fastenings.

Repairs due to wear & tear. Feed pump plungers trued up & glands retouched.

General Observations, Opinion, and Recommendation:— This vessel's Boilers and Engines

(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.)

are now as far as seen in good condition & in my opinion the vessel will be eligible for the record L.M.C. 7.97 when the Survey has been completed.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 5:10:0
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ 4:19:0

Fees applied for

6/8 97

Received by me

6/9/97

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

State if Certificate is required

Committee's Minute TUES 10 AUG 1897Assigned as now

FRI, 29 OCT 1897

TUES, 14 DEC 1897

FRI, 7 JAN 1898

THUR, 7 APR 1898

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LON 713-0156

1.1.101 due 9.97 to be completed on vessels

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.

return in about 5 weeks time
Saw shaft examined slight repairs to
engines due to wear & tear.

It is submitted that this
vessel WILL BE eligible for
the record.

+ 2.11.6.1997 when the
Donkey Boiler & its safety valves
have been examined & all
safety valves adjusted under
steam.

[Signature]
2/8/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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