

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

(Received at London Office. SAT 14 AUG 1897)

Date of writing Report 13 Aug 97 When funded in at Local Office 13 Aug 97 Port of London  
 No. in Reg. Book. 13 Survey held at London Date, First Survey 9 Aug Last Survey 12 Aug 1897  
 on the Machinery of the Wood, Iron or Steel S. J. Mabel Master J. Dobson  
 Tonnage { Gross 370 Net 237 Vessel built at Leit. By whom S. H. Norton & Co When 1889  
 Registered Horse Power 80 Engines made at " When '89 Boilers, when made (Main) '89 (Donkey) '89  
 No. of Main Boilers 1 Owners Burnett, Bros & Sons Port London Voyage Paris  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat in River Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers 165 lb in Donkey Boilers 130

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Port-L.M.C. 100 A1-7-96 + L.M.C. 12-93  
SS Fouchol. '93 BS-7-96  
 (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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes.  
 Do. " Donkey " " " yes.  
 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? yes. At what pressure were they afterwards adjusted under steam? 165 lb  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted? 130  
 Has the propeller shaft been drawn and examined at this time? No 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? Before end of year To complete this survey the Pumps, Condenser Sea connections Stern-bush Propeller and all shafting including the Tail Shaft remain to be examined. Notice given to Owners.

Now done: Cylinders Pistons, Slide Valves examined the Condition of same is generally satisfactory.

The Main and Donkey Boilers now examined throughout and found in fair order. Boilers tried under steam and Safety valves adjusted as above.

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 L.M.C. 9,95, 140 lb, F.D., &c.)  
The Machinery of this Vessel is in good Condition and in my opinion eligible to remain as classed and to have fresh record of +L.M.C. 8-97 when this Survey is completed.

Office or Registration Fee (per Sec. 27) £ \_\_\_\_\_  
 Survey Fee (per Section 28) £ 3:10  
 Special Damage Fee (per Section 28) £ \_\_\_\_\_  
 Travelling Expenses (if chargeable) £ 3:3  
 Fees applied for 14/8 18 97  
 Received by me, D. Christie 13/9/97  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_  
 Committee's Minute TUES. 17 AUG 1897 TUES. 26 JUL 1893  
 Assigned BS 8, 97  
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 LON 713-0184

S.S. No 2 due 9, 97 completion not stated.

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

B.S. 2, 97 & will be  
eligible for the record + L. M. 68, 97 when  
the Pumps, sea connections, condenser,  
stern-bush, propeller, & all  
shafting (including screw shaft)  
have been examined

L.H.  
16/9/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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