

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

(Received at London Office)

Date of writing Report *24th Aug 97* 18 *97* When handed in at Local Office *18* Port of *London* **TUES. 24 AUG 1897**

No. in Reg. Book. *515* Survey held at *London* Date, First Survey *16th Aug 97* Last Survey *23rd Aug 97*

on the Machinery of the ~~Wood, Iron or Steel~~ *Greenbrier* Master *J. H. Trickett* 94

Tonnage { Gross *2875* Net *1819* Vessel built at *W. Hartlepool* By whom *Turner & Wither* 46th Lth When *1893* 12

Registered *412* Engines made at *When 1893* Boilers, when made (Main) *1893* (Donkey) *1893*

No. of Main Boilers *2* Owners *Chesapeake & Ohio S.S. Co.* Port *W. Hartlepool* Voyage *Newport News*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Both* (State name of Dock.) *Victoria & Royal Albert*

Steam Pressure in Main Boilers *160 lbs* in Donkey Boilers *80 lbs* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *Port* Particulars of Examination and Repairs (if any) *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 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 " " " *No, in use for cargo.*

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? *Not-adjusted*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No* To what pressure were they afterwards adjusted? *Not-adjusted*

Has the propeller shaft been drawn and examined at this time? *Yes* 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? *To be completed on*

vessel's return in about a month. To complete same - the donkey

boiler and its safety valves to be examined and all safety valves

to be adjusted under steam.

Now Done. Main Engines, Examined Cyls, pistons, slide valves, surface

condensers, pumps with their plungers buckets & valves, crank

thrust & intermediate shafts, bilge connections & roses, and

tunnel water tight door all found in good condition.

The vessel placed in dry dock, propeller removed, tail shaft drawn exam-

ined found in good condition, stern bush and sea connections with

their fastenings found good, tail shaft down 3/16.

Main Boilers, Examined internally and externally found the

various parts in good condition. Safety valves & mountings

in good order.

General Observations, Opinion, and Recommendation:— *This vessel's machinery*

(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.)

and Boilers so far as now seen are in good and safe working

condition and in my opinion the vessel will be eligible

for the record & L.M.C. 8,97 when the survey is completed

Registration Fee (per Sec. 27) £ : : Fees applied for *26/8 97*

Fee (per Section 28) £ *5.10. -* Received by me, *Robt. Balfour*

Damage Fee (per Section 28) £ *4.19. -* 18 *97*

Printing Expenses (if chargeable) £ : : 18 *97*

If Certificate is required

Committee's Minute *As now* **FRI. 27 AUG 1897** **FRI. 8 OCT 1897** **FRI. 19 NOV 1897** **FRI. 31 DEC 1897**

Signed *As now* **FRI. 7 OCT 1898** **FRI. 1 APR 1898**

Lloyd's Register Foundation **WON 713-0243**

Screw shaft examined, stern bush rewooded

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 **WILL BE** eligible for
the record.

+ L.M. 68,97 when the

Monkey Boiler has been examined
with its safety valves & all the
safety valves adjusted under
steam

HL
26/P/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation