

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

(Received at London Office)

26.8.97

Date of writing Report 24 Aug 97 When handed in at Local Office 24 Aug 97 Port of London
 No. in Reg. Book. 949 Survey held at London Date, First Survey 17 Aug 97 Last Survey 14 Aug 1897
 on the Machinery of the Wood, Iron or Steel T. J. Mourne Master Arthur
 Tonnage { Gross 3213 Net 2092 Vessel built at Belfast By whom Worthman, Clark & Co When 1895 YEAR. MONTH. 10
 Registered Horse Power 334 Engines made at T. Dixon & Sons When 95 Boilers, when made (Main) 95 (Donkey) 95
 No. of Main Boilers 3 Owners T. Dixon & Sons Port Belfast Voyage Baltimore
 No. of Donkey Boilers 7 If Surveyed Afloat or in Dry Dock In 1 Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure—180 lb in Main Boilers in Donkey Boilers ✓

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual. + 100 A 1.2.97 + 100 C 10.95

(Periodical Surveys, when held, must be reported in detail and verbatim 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? no 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? Complete.

Now done:— Propeller Outside fastenings of the Sea Connections and the Stern-bush examined latter down 3/16
Repairs:— Nuts of Propeller Studs re-tightened in place.

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 order and in my opinion eligible to remain as classed without fresh record.

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

State if Certificate is required

Committee's Minute

FRI. 27 AUG 1897

Assigned As now

D. Atchard

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



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Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificate to be sent to

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

LL

26/8/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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