

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

(Received at London Office THUR, 2 SEP 1897)

Date of writing Report Sept 1st 1897 When handed in at Local Office 18 Port of London

No. in Reg. Book 999 Survey held at London Date, First Survey Aug 27 Last Survey Aug 31 1897
 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. Commonwealth Master _____

Tonnage { Gross 3353
 Net 2183 Vessel built at W. H. P. By whom James Dalglish & Co. Ltd When 1896 YEAR. MONTH.
 Registered 260 Engines made at Ind. V. When 1896 Boilers, when made (Main) 1896 (Donkey) 1896
 Horse Power 2 Owners Stewart. S.S. Co. Ltd Port Liverpool Voyage _____
 No. of Main Boilers 2
 No. of Donkey Boilers 1
 Steam Pressure— 160 lbs If Surveyed Afloat or in Dry Dock Silbury Dry Dock
 in Main Boilers 160 lbs (State name of Dock.) _____
 in Donkey Boilers 100 lbs

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Screw Shaft

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 R-1-9-96</u>		<u>L.M.C. 9.96</u>

(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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Survey not due

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? 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? Completed

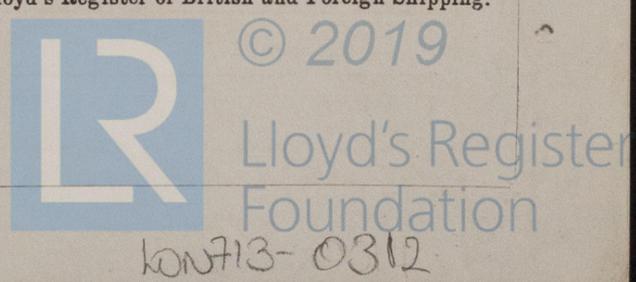
Examined propeller, stem bush, screw shaft, & sea connections / fastenings.
The stem tube which was slightly slack, has been refixed & secured.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

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

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

* State if Certificate is required _____
 Committee's Minute FRI, 10 SEP 1897
 Assigned As now



kon713-0312

If so, is the report sent now, or when will it be sent?

*Certificate to be sent to...

Screw shaft examined
stem tube rescrewed.

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**.

LS
9/19/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation