

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
on the Machinery of the Wood, Iron or Steel P.S. Commonwealth Master James Dalglish
Tonnage { Gross 3353 Net 2183 Vessel built at W. 4th By whom James Dalglish & Co. Ltd When 1896 YEAR. MONTH.
Registered 260 Engines made at Ind. 6 Boilers, when made (Main) 1896 (Donkey) 1896
No. of Main Boilers 2 Owners Stewart P. & Co. Ltd Port Liverpool Voyage Silbury Dry Dock
No. of Donkey Boilers 1 If Surveyed in Dry Dock (State name of Dock.)
Steam Pressure in Main Boilers 160 lbs
in Donkey Boilers 100 lbs

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

(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.

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--------------------------------------|--|
| <u>100 R-1-9-96</u> | | <u>12 M.C.</u> <u>9-96</u> |

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 refitted & secured.

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

| | | | | |
|---|---|---|---|------------------|
| 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 |

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

Leew shaft examined
stem tube resurveyed.

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

LS
9/9/97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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