

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

TUES. 14 SEP 1897

(Received at London Office)

Date of writing Report *11 Sept 1897* When handed in at Local Office *13 Sept 1897* Port of *London*

No. in Reg. Book. *1139* Survey held at *London* Date, First Survey *9 Sept* Last Survey *11 Sept 1897*

on the Machinery of the *Wood, Iron or Steel* *S. S. Hazlea* Master *Bennett*

Tonnage { Gross *493* Net *270* Vessel built at *Niederland* By whom *Ed. S. B. Co. Ltd* When *1886* 1

Registered Horse Power *80* Engines made at _____ When *86* Boilers, when made (Main) *86* (Donkey) *86*

No. of Main Boilers *1* Owners *Lamer, Jans & Oakley* Port *London* Voyage *Antwerp*

No. of Donkey Boilers *1*

Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *In Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers *85*

CHARACTER.	Years Allowed to expire.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey.		
Date of last Survey and of Periodical Surveys.		

Condition + Local. 2.97. + Tue. 9.93
S. S. Hazlea, 102.94 BS-10.96

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? *✓*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1/4"*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*

None done. Propeller, Stern-bush and outside fastenings of Sea Connections examined, Condition Satisfactory

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, so far as now examined is in good order and in my opinion, eligible to remain as classed without fresh record.

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

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

State if Certificate is required _____

Committee's Minute *As now* FRI, 17 SEP 1897 TUES. 12 OCT 1897 FRI, 21 JAN 1898 TUES. 22 MAR 1898

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

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.

A.S.
14. 9. 97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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