

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

(Received at London Office TUES. 21 SEP 1897

Date of writing Report 18 Sept 1897 When handed in at Local Office 20 Sept 1897 Port of London
No. in Reg. Book 394 Survey held at London Date, First Survey 16 Aug 1897 Last Survey 17 Sept 1897
on the Machinery of the Wood, Iron or Steel J. S. Celtic King Master J. J. Jones
Tonnage Gross 3738 Net 2429 Vessel built at Belfast By whom Northman, Clark & Co Ltd When 1891 1
Registered Horse Power 360 Engines made at Glasgow When '91 Boilers, when made (Main) '91 (Donkey) '91
No. of Main Boilers 2 Owners Federal S. N. Co. Ltd Port London Voyage Australia
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Afloat - in Green Dry Dock
in Donkey Boilers 82

Last Survey No. Port
Particulars of Examination and Repairs (if any) B. S. +100 A. 12-96 +100 E. 6-95
J. S. L. M. 10/94

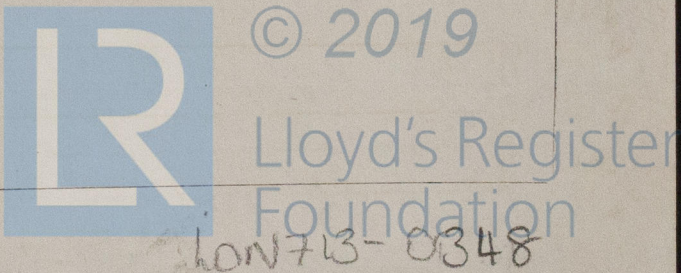
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes.
Do. " Donkey " " " yes.
If this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal 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? 165 lb
Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted? 68
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? 3/16"
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Ins done:- Propeller Stern-bush and outside fastenings of the
Sea Connections examined and found satisfactory.
Main Boilers examined and found to be generally in good order
except in way of Saddle Plate of Mid Furnace Port Boiler, where a
Crack was found in bend of Plate.
Repairs now done:- An efficient Riveted Patch put on in way
of above defect.
Donkey Boiler examined Throughout. The same was found to be
in satisfactory Condition.
All Boilers tried under Steam and Safety Valves adjusted as
above.

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 was seen, is in good order
and in my opinion eligible to remain as classed with
fresh record of B.S. 9.97

or Registration Fee (per Sec. 27) £ : : Fees applied for 2/9 18 97
vey Fee (per Section 28) £ 2 : : 30/11/97
ial Damage Fee (per Section 28) £ : :
velling Expenses (if chargeable) £ 1 16 0 Received by me, D. Ritchie.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

ate if Certificate is required
ommittee's Minute FRI. 24 SEP 1897
ssigned B.S. 9.97



Slight repairs to main boiler

*It is submitted that
this vessel is eligible for
THE RECORD. 13. 9. 97*

*J.H.S.
21. 9. 97*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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