

Received at London Office

MON 27 SEP 1897

17. Date of writing Report

18. When handed in at Local Office

19. Port of London

20. Survey held at London

21. Date, First Survey 11 Sept

22. Last Survey 23 Sept 1897

23. on the Machinery of the Wood, Iron or Steel 5.3 City of London

24. Master Berry

25. No. of Visits

26. Gross 551

27. Net 182

28. Vessel built at Newcastle

29. By whom Schlegel & Davis & Co

30. When 1891

31. Boilers, when made (Main 1891 (Donkey) -91

32. Engines made at Newcastle

33. Owners D.C. Thomas & Sons

34. Port London

35. If Surveyed Afloat or in Dry Dock

36. Voyage Brussels

37. (State name of Dock.)

38. Gross 551

39. Net 182

40. Registered 50

41. Power 1

42. Main Boilers 1

43. Donkey Boilers 1

44. Pressure 160 lb

45. Main Boilers 80 lb

46. Donkey Boilers 80 lb

st Survey No. Port

Particulars of Examination and Repairs (if any) Damage

47. Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the use 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 sides 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.

48. the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

49. Do. Donkey

50. this was not done, state for what reasons?

51. and what parts of the Boilers could not be thus thoroughly examined?

52. 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?

53. did the Surveyor examine the Safety Valves of the Main Boiler?

54. At what pressure were they afterwards adjusted under steam?

55. did the Surveyor examine the Safety Valves of Donkey Boiler?

56. To what pressure were they afterwards adjusted?

57. Has the propeller shaft been drawn and examined at this time? Yes

58. If spare propeller shaft fitted, state whether new? New Shaft fitted

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

On account of damage by the propeller shaft breaking on Sept 2nd 97 whilst on a voyage from Brussels to London. This vessel was placed in dry dock, the propeller shaft was found to be broken off square with the forward of the cone, the propeller missing.

A new propeller, sternbush, propeller shaft, have now been fitted; & the cylinders, pistons, slide valves & all shafting examined.

On account of wear & tear. The Condenser has been retubed, the Circ: pump discharge pipe renewed.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in good & safe working condition & reliable, in my opinion, 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) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 18

*State if Certificate is required

Committee's Minute TUES. 28 SEP 1897

Assigned

A. Ruck Keene

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

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Foundation

LON 713-0372

Propeller & stern brush also
Screw shaft renewed owing to damage

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.

R.S.

27. 9. 97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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