

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

(Received at London Office)

FRI. 1 OCT 1897

Date of writing Report 29 Sept 1892 When handed in at Local Office 29 Sept 1892 Port of London
 in Book Survey held at London Date, First Survey 24 Sept Last Survey 24 Sept 1892
534 on the Machinery of the ~~Wood, Iron or Steel~~ F. L. "Lord Erne" Master Dunn
 { Gross 5610 Vessel built at Belfast By whom Harland & Wolff When 1892 YEAR. MONTH.
 Net 3647 Engines made at "Donkey" When '92 Boilers, when made (Main) '92 (Donkey) '92
 Registered { 429 Owners J. Dunn & Sons Port Belfast Voyage Baltimore
 Horse Power { 3 No. of Main Boilers 3 No. of Donkey Boilers One
 No. of Main Boilers 3 Team Pressure—18 psi
 in Main Boilers 18 psi If Surveyed Afloat or in Dry Dock in Dry Dock Particulars of Classification (which must be inserted
 in Donkey Boilers 18 psi (State name of Dock.) precisely as in Register Book & Supplements.

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) Annual

(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.

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

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.		
+100 A.L. 3'97		+I.M.C. 6'96
A.L. Jan. 1st '96		

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

Do.	"	Donkey	"	"	"
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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?

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?

Port- $\frac{3}{16}$ Starboard $\frac{1}{8}$ "

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

How done: - Propellers, Stern-bushes and the outside fastenings of Sea connections examined and found to be in Satisfactory Condition.

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. 0.05, B.&M.S. 0.05 or L.M.C. 0.05, 20 lb., F.D., &c.)

The Machinery of this Vessel is in good condition and in my opinion, eligible to remain as classed without fresh record

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

*State if Certificate is required

Committee's Minute TUES. 5 OCT 1897

Assigned

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

sh and Foreign Shipp

Lloyd's Register
Foundation

MON 713-0416

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.

2.10.97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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