

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

Date of writing Report Oct 12 1897. When handed in at Local Office is Port of London. WED. 13 OCT 1897

No. in Reg. Book. Survey held at London. Date, First Survey Oct 6. Last Survey Oct 12 1897.

547. on the Machinery of the Wood, Iron or Steel S.S. "Chickahominy" Master Jarneaux.

Tonnage { Gross 2575 Net 1821 Vessel built at Hpl. By whom Furness, Withy & Co. When 1893. 11

Registered Horse Power 401 Engines made at Hpl. Boilers, when made (Main) 1893 (Donkey) 1893.

No. of Main Boilers 2 Owners Chesapeake Ohio S.S. Co. in Port Hpl. Voyage Newport News.

No. of Donkey Boilers 1 Steam Pressure 160 lbs. If Surveyed Afloat or in Dry Dock S.A. Dry Dock Victoria St. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers 160 lbs. in Donkey Boilers 80 lbs.

Last Survey No. Port Particulars of Examination and Repairs (if any) S.S. No. 1.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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

Do. " Donkey " " " " Donkey Boiler is use

If this was not done, state for what reasons? Not adjusted

And what parts of the Boilers could not be thus thoroughly examined? Not adjusted

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? Yes.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. At what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted? Not adjusted.

Has the propeller shaft been drawn and examined at this time? Yes. If spare propeller shaft fitted, state whether new? 3/16"

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? To be completed on vessel's return. To complete same. The Donkey Boiler & its Safety valves & the examined & all Safety valves to be adjusted under steam.

Examined Main Boilers internally and externally and Safety valves, also cylinders, pistons, slide valves, pumps & condenser, sea bridge connections, crank, thrust, tunnel, propeller shafts, propeller and fastenings. All found to be in good condition.

General Observations, Opinion, and Recommendation: This vessel's Boilers Machinery are now as far as seen in good condition. In my opinion the vessel will be eligible for the record L.M.C. 10.97 when the Survey has been completed as above.

Office or Registration Fee (per Sec. 27) £ : : Survey Fee (per Section 28) £ 5 : 10 : 0 Special Damage Fee (per Section 28) £ : 11 : 0 Travelling Expenses (if chargeable) £ 4 : 19 : 0

Fees applied for 25/10-97 Received by me, P. M. Salmon.

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

Committee's Minute FRI. 22 OCT 1897 FRI. 3 DEC 1897 TUES. 5 APR 1898 FRI. 1 JUL 1898

Assigned As now FRI. 9 SEP 1898 FRI. 14 OCT 1898

Lloyd's Register Foundation

WON 713-0482

S.P. No 1 due 11. 97 to be completed on vessels

return.

Screw shaft & all parts of engines & chains

Boiler exam^d

It is submitted that this
vessel WILL BE eligible for
the record.

+ S.P. No 10, 97 when the

Donkey Boiler & its Safety

Valves have been exam^d

all safety valves

adjusted under steam

LL

21/10/97

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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