

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

(Received at London Office SAT. 6 NOV 1897)

Date of writing Report Nov. 5 1897 When handed in at Local Office London is 18 Port of London

No. in Reg. Book 515 Survey held at London Date, First Survey Nov. 5<sup>th</sup> 1897 and Last Survey Nov. 5<sup>th</sup> 1897

on the Machinery of the Wood, Iron or Steel S.P. Greenhick Master Trinick

Tonnage Gross 2875 Net 1891 Vessel built at W. Hpl - By whom Furness, Withy & Co. Lim. When 1893 YEAR. MONTH. 12.

Registered Horse Power 412 Engines made at So. Owners Chesapeake Ohio S.P. Co. Lim Port W. Hpl. Boilers, when made (Main) 1893 (Donkey) 1893

No. of Main Boilers 2 No. of Donkey Boilers 1 If Surveyed Afloat on in Dry Dock Victoria Dock Voyage Newport News.

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

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed to expire.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 R.I. S. 96</u>		<u>L.M.C. 12. 93.</u>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) Comp: 1897 No. 1.

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " No

If this was not done, state for what reasons? See London 4<sup>th</sup> Nos 59118 & 59236

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? 160 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted? 82 lbs

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? \_\_\_\_\_

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

Adjusted Main and Donkey Boilers safety valves under steam to the above pressures.

## General Observations, Opinion, and Recommendation: This vessel's Machinery is now in

good condition in my opinion the vessel is eligible for the record  
L.M.C. 8. 97.

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)..... £ : :	

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute FRI, 19 NOV 1897 FRI, 31 DEC 1897 FRI, 22 JUL 1898 FRI, 1 APL 1898 TUES, 3 MAY 1898

Assigned T. M. C. 8. 97 FRI, 7 OCT 1898

Lloyd's Register Foundation

LON 714-0063

