

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

(Received at London Office

SAT. 6 NOV 1897

Date of writing Report *Nov. 5 97* When handed in at Local Office *18* is *Port of London*
 No. in Reg. Book. *515* Survey held at *London* Date, First Survey *And* Last Survey *Nov. 5th 1897*
 on the Machinery of the *Wood, Iron or Steel* *S.P. Greenhew* Master *Trinick*
 Tonnage { Gross *2875* Net *1891* Vessel built at *W. 4pl. -* By whom *Furness, Withy & Co. Ltd.* When *1893* YEAR. MONTH. *12.*
 Registered Horse Power *412* Engines made at *So.* Boilers, when made (Main) *1893* (Donkey) *1893*
 No. of Main Boilers *2* Owners *Chesapeake & Ohio S.P. Co. Ltd.* Port *W. 4pl.* Voyage *Newport News.*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Victoria Dock*
 Steam Pressure in Main Boilers *160 lbs.* (State name of Dock.)
 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 Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 R. 1. 8. 96</i>		<i>L.M.C. 12. 93.</i>

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Comp. 95. 9. 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 4/11/97 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*

(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.)

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).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

Received by me, *18*

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

+2 Mc 8. 97

FRI, 7 OCT 1898

It is submitted that
this vessel is eligible for
THE RECORD.

L. M. B. F. 97

LS
16/11/97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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