

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

(Received at London Office.

WED, 17 NOV 1897

Date of writing Report *15th Nov* 18*97* When landed in at Local Office *16th Nov* 18*97* Port of *London*
No. in *294* Survey held at *London* Date, First Survey *11th Nov* Last Survey *12th Nov* 18*97*
on the Machinery of the *Wood, Iron or Steel* *S. J. Honporeil* Master *Hunter*
Gross *1636* Net *1058* Vessel built at *A. Shields* By whom *J. G. Smith* When *88* 2
Registered Horse Power *182* Engines made at *M. C. L.* When *84* Boilers, when made (Main) *84* (Donkey) *84*
No. of Main Boilers *2* Owners *Scrutton & Co. Ltd.* Port *London* Voyage *W. India*
No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers *100 lb.* in Donkey Boilers *60 lb.*

Last Survey No. *16747* Port *W*

Particulars of Examination and Repairs (if any)

(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?

Do.

Donkey

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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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?

Yes as regards Starboard Boiler
Yes.
Port Main Boiler at work
Port Main Boiler
Starboard. *Yes.* At what pressure were they afterwards adjusted under steam? *Not adj'd*
Yes. To what pressure were they afterwards adjusted? *Not adj'd*
No
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?
Donkey Boiler to repair
and test Port Boiler and its Safety Valves to examine and all details
adjusted under steam to be done on vessel's return
Done done: Starboard Main Boiler examined and found to be
generally in satisfactory condition
Donkey Boiler examined. Higher leakage found in way of
Patches in Firebox and round lower part of Shell. It has
been recommended that above leaks be caulked and this
Boiler afterwards tested to 1 1/2 times its working pressure. It
has been possible for Owners to complete this Survey now. It has
been arranged to be done as above.

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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

The Machinery of this vessel so far as has been seen is in
good order and in my opinion eligible to remain as
Class the fresh record of B.S. 9,97 being deferred
until this Survey is completed.

Office or Registration Fee (per Sec. 27) *£ 2*
Survey Fee (per Section 28) *£ 2*
Special Damage Fee (per Section 28) *£ 16 0*
Travelling Expenses (if chargeable) *£ 2*

Fees applied for

Received by me,

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

*State if Certificate is required

Committee's Minute

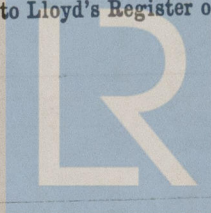
Assigned

Deferred for

comple. of B.S.

FRI. 19 NOV 1897

FRI. 4 FEB 1898



Lloyd's Register
Foundation

LON 714-0078


B. I. due 9, 97 to be completed on vessels return

Starboard Main Donkey Boiler exam^d

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 WILL BE eligible for
the record.

B. I. 11, 97 when the Donkey
Boiler has been repaired as recommended
stated, the Port Main Boiler &
its safety valves exam^d & all
safety valves adjusted under
steam.


17/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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