

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

(Received at London Office. WED, 17 NOV 1897)

Date of writing Report *15<sup>th</sup> Nov* 18*97* When landed in at Local Office *16<sup>th</sup> Nov* 18*97* Port of *London*  
 No. in *40* Survey held at *London* Date, First Survey *11<sup>th</sup> Nov* Last Survey *12<sup>th</sup> Nov* 18*97*  
 on the Machinery of the *Wood, Iron or Steel* *S. J. Honjareil* Master *London*  
 Tonnage Gross *1636* Net *1058* Vessel built at *N. Shields* By whom *J. Co. Smith* When *1884* 2  
 Registered Horse Power *182* Engines made at *N. Cle* When *84* Boilers, when made (Main) *84* (Donkey) *84*  
 No. of Main Boilers *2* Owners *Scrutton Iron Works* Port *London* Voyage *W. India*  
 No. of Donkey Boilers *1*  
 Steam Pressure in Main Boilers *100 lb* If Surveyed Afloat or in Dry Dock *Afloat in Dry Dock*  
 in Donkey Boilers *60 lb*

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

CHARACTER.	Years Assigned.	Machinery and Boiler Surveys.
<input checked="" type="checkbox"/> for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned. Expired.	Machinery and Boiler Surveys. (including date of N.B., if any).

Last Survey No. *16747* Port *W*  
 Particulars of Examination and Repairs (if any) *Port P.S. 100 lb. 8.97 + 100 lb. 9.97*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 as regards Starboard Boiler*  
 Do. " Donkey " *Yes.*  
 If this was not done, state for what reasons? *Port Main Boiler at work*  
 And what parts of the Boilers could not be thus thoroughly examined? *Port Main Boiler*  
 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? *Starboard yes.* At what pressure were they afterwards adjusted under steam? *Not adj'd*  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.* To what pressure were they afterwards adjusted? *Not adj'd*  
 Has the propeller shaft been drawn and examined at this time? *No* 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?

*Donkey Boiler to repair and test Port Boiler and its Safety Valves to examine and adjust under steam to be done on vessel's return. Done: Starboard Main Boiler examined and found to be generally in satisfactory condition. Donkey Boiler examined. High 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 1/2 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 first record of B.S. 9.97 being deferred until this survey is completed.*

Office or Registration Fee (per Sec. 27) £  
 Survey Fee (per Section 28) £ *2.40*  
 Special Damage Fee (per Section 28) £  
 Travelling Expenses (if chargeable) £ *16.0*

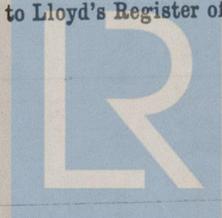
Fees applied for *17/11 97*  
 Received by me, *J. Ritchie*  
 4/11 98

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

Committee's Minute *FRI. 19 NOV 1897*

*FRI. 4 FEB 1898*

Assigned *Deferred for compl. of B.S.*



Lloyd's Register Foundation  
 LON 714-0078

Insert Character of Ship and Machinery precisely as in the Register Book.

\*Certificate to be sent to—

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

Starboard Train Donkey Boiler exam<sup>d</sup>

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 Train Boiler & its safety valves exam<sup>d</sup> & all safety valves adjusted under steam.

  
17/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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