

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

(Received at London Office

WED. 24 NOV 1897

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Date of writing Report 23 Nov 97 18 97 When handed in at Local Office Port of London 18 97

No. in Reg. Book. 5-7 Survey held at London Date, First Survey 13 Nov Last Survey 19 Nov 1897

5-7 on the Machinery of the Wood, Iron or Steel S.S. "Acacia" Master J. S. Moore

Tonnage { Gross 415 Net 244 Vessel built at Port Glasgow By whom W Hamilton & Co YEAR. MONTH. 1879-2

Registered Horse Power 80 Engines made at Glasgow When 1879 Boilers, when made (Main) 1889 (Donkey) 1893

No. of Main Boilers one Owners J. T. Harrison Port London Voyage Import

No. of Donkey Boilers one ☒ Surveyed Afloat or in Dry Dock Nelson

Steam Pressure— in Main Boilers 80 lb in Donkey Boilers 80 lb (State name of Dock.) _____

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

CHARACTER. * for Special Survey.	DATE BY BY	Machinery and Boiler Survey

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 to be expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ A1* 14.97		+ NB 10.89 Lm 6
4 Survey Log No 2-96		MS. 2.96 BS 2; NOB 93

Last Survey No. _____ *Port* _____
Particulars of Examination and Repairs (if any) *Damage*

(Periodical Surveys, when held, must be reported in detail and serialim 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	"	"	"
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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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitæ 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?

Vessel placed in dry dock. Examined Propeller, Stern
Bush, & all sea connections fastenings & found them
satisfactory.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel, so

(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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 0.05, B.&M.S. 0.05 or S.L.M.C. 0.05, 140 lb., F.D., &c.)

far as seen, is now in a safe working condition and eligible, in my opinion, to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	} Fees applied for 18
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,
				18

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

*State if Certificate is required

TUES. 30 NOV 1897

FRI, 10 DEC 1897

Committee's Minute

Assigned

LON714-0119

It is submitted that
this vessel is eligible to
remain as CLASSED.

7/8
27/11/97

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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