

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

(Received at London Office)

WED, 22 SEP 1897

Date of writing Report *Sept 22 1897* When handed in at Local Office *is* Port of *London*
 No. in Reg. Book. *758* Survey held at *London* Date, First Survey *June 30 1897* Last Survey *Sept 20 1897*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Buccaneer"* Master *Combe*
 Tonnage Gross *785* Net *460* Vessel built at *Newc.* By whom *Wigham Richardson & Co.* When *1885* Boilers, when made (Main) *1885* (Donkey) *1885*
 Registered Horse Power *171* Engines made at *India* Owners *India Nat. Gas. & Oil Co. Ltd.* Port *London* Voyage
 No. of Main Boilers *1* No. of Donkey Boilers *1* Steam Pressure in Main Boilers *100 lbs* in Donkey Boilers *40 lbs*
 If Surveyed Afloat or in Dry Dock *Wigham Richardson & Co. Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *S.S. No. 3* Port *London*
 Particulars of Examination and Repairs (if any) *S.S. No. 3*
 (Periodical Surveys, when held, must be reported in detail and verbatim 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? *Yes.*
 Do. " Donkey " " " *Yes.*
 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? *Yes.* At what pressure were they afterwards adjusted under steam? *99 lbs*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes.* To what pressure were they afterwards adjusted? *42 lbs.*
 Has the propeller shaft been drawn and examined at this time? *Yes.* If spare propeller shaft fitted, state whether new? *Completed.*
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined Cylinders, Pistons, Slide valves, pumps & condenser, sea & bilge connections, crank, thrust, tunnel & propeller shafts, propeller & fittings. Also Main & Donkey Boilers internally and externally and safety valves.

Repairs due to wear & tear. All plain tubes renewed in Main Boiler about a dozen rivets renewed in Donkey Boiler. Stem bush rewooded, Stem gland rebushed & new neck ring fitted.

The Main Boiler was afterwards tested by hydraulic pressure to 150 lbs per sq. in.

General Observations, Opinion, and Recommendation:—*This vessel's Machinery is now in good condition & in my opinion the vessel is eligible for the record*
 (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.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *24/12 97*
 Survey Fee (per Section 28) £ *4 10 0*
 Special Damage Fee (per Section 28) £ *9 0*
 Travelling Expenses (if chargeable) £ *4 1*
 Received by me, *D. R. R. R.*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

Assigned *+ L.M.C. 9.97*

TUES. 28 DEC 1897



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LON 714-0229

Screw shaft examined
moderate repairs to the main boiler owing
to wear & tear

It is submitted that
this vessel is eligible for
THE RECORD. + L. M. C. 9. 97

A. L. V.
24. 12. 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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