

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

(Received at London Office)

THUR, 20 JAN 1898

Date of Writing Report		15 th May 1898		When handed in at Local Office		17 th May 1898		Port of		London							
No. in Reg. Book.	Survey held at			London		Date, First Survey		6 th May		Last Survey		12 th May 1898					
92	on the Machinery of the			Wood, Iron or Steel		I. S. Garth Castle		Master		Warden		(No. of Visits 3)					
Tonnage	Gross	3660		Net		2350		Vessel built at		Glasgow		By whom		J. Elder & Co			
Registered Horse Power	585		Engines made at		H. Wood (T. & P.)		When		'88		Boilers, when made (Main)		'88 (Donkey) '88				
No. of Main Boilers	3		Owners		D. Currie & Co		Port		London		Voyage		Cape Town				
No. of Donkey Boilers	1		Steam Pressure—		in Main Boilers		157 lb		in Donkey Boilers		100 lb		If Surveyed Afloat or in Dry Dock				
														Afloat			
														(State name of Dock.)			
														Haines Limited			
														Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).			
														CHARACTER. For Special Survey.			
														Machinery and Boiler Survey.			

Last Survey No. _____	Port _____	Date of last Survey and of Periodical Surveys _____	Y. Ass. _____	Text _____ (including date of R.B., if any.) _____
Particulars of Examination and Repairs (if any) <u>L. M. C. + 100 A. 12.96</u>				<u>+ Lue 6.92</u>
				<u>+ N B. 2.88</u>
(Medical 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.)			<u>H. G. S. 103. 4.93</u>	<u>B. S. 12.96</u>

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 }
} 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? *70 lbs.*

...the propeller shaft been drawn and examined at this time? *Yes* If spare propeller shaft fitted, state whether new? *Yes*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16 in.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*

Now done. - cylinders sections. Some ...
 2 Hairs - Hairs examined

Propeller and Stern-bush examined

Main Boilers examined throughout and found to be in

Satisfactory Condition

Drinking Boiler examined. This Boiler is found to be

weakened by corrosion in way of shell and in

Rating Test-holes drilled show satisfactory material

For 71 Co. W. I. to which safely valued

It has been arranged that the
1st. 2. & 3. will be repaired, or a new Ducting Boiler

He lifted on board on vessel's return. Within five minutes to 10.

The Furnaces of the Train Boilers are corrugated (To's) not ribbed as recorded.

To complete this survey the Tail Staff to be drawn in and examined

This will probably be done at next docking. When it is known.

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 state clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, &c.: thus, for example, R.S. 9, 9, B. & M.S. 9, 9, or L.M.C. 9, 9, &c.)

2. General condition of this vessel is in good condition and

Our opinion is eligible to remain as closed with fresh piece

Luc 1. 28 Subject to the Queen, Bolder being

Repaired or a new one fitted, Within Six Months. Owners advised

Office or Registration Fee (per Sec. 27)..... 2

Special Damage Fee (per Section 28) \$ 11

Received by me, *A. P. Tuttle & Frank L. Sturgeon.*

Travelling Expenses (if chargeable)..... £ 4 : 19 : 29/11 18 9d

*State if Certificate is required

Assigned B. J. 98. Phil

LON 714-0315

S.S. 1201 due 4.97. will probably be completed
next docking

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

N.S. 1.98 subject to the
donkey boiler being again examined
before the end of July 1898 & will be
eligible for the record + L.M.C. 1.98
when the screw shaft has been
examined. Making pressure
of donkey boiler 70 lbs to be
noted in the Reg. Book.

J.E.S.
21. 1. 98

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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