

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

(Received at London Office.

FRI. 28 JAN 1898

Date of writing Report Jan 25 98 When handed in at Local Office 18 Port of London.  
No. in Reg. Book. 538 Survey held at London Date, First Survey Jan 18 Last Survey Jan 24 1898  
on the Machinery of the Wood, Iron or Steel S.S. Megantic Master Foot.  
Tonnage { Gross 5532 Vessel built at Glasgow. By whom A. Stephen & Sons. When 1896. 6  
Net 3613 Engines made at do. Boilers, when made (Main) 1896 (Donkey) 1896  
Registered Horse Power 660 Owners Wilson, & Furness Ltd. & Co. Port W. Afr. Voyage New York.  
No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock in Dry Dock.  
No. of Donkey Boilers 1 (State name of Dock.)  
Steam Pressure in Main Boilers 150 lbs.  
in Donkey Boilers 80 lbs.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking.

(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?

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 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?

Examined propeller, propeller shaft, stem bush, & sea connections fastenings  
found same all in good condition.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now as

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

far as seen is good condition & in my opinion the vessel is eligible to  
remain as classed.

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

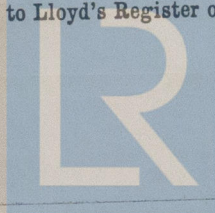
\*State if Certificate is required

Committee's Minute

Assigned

TUES. 1 FEB 1898

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



Lloyd's Register  
Foundation

LON 714-0360



*Leuw shaft-examined*

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 is eligible to  
remain as CLASSED.*

*LH  
28/1/98*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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