

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

FRI, 4 FEB 1898

(Received at London Office)

Date of writing Report *Feb. 2nd 1898* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *23* Survey held at *London* Date, First Survey *Jan 26th* Last Survey *Jan 28th 1898*
 on the Machinery of the *Wood, Iron or Steel* *S.S. Londonian (ex Idaho)* Master *Marshall*
 Tonnage Gross *5532* Net *3614* Vessel built at *Glasgow* By whom *A. Stephen Sons* When *1896* YEAR. MONTH. *4*
 Registered Horse Power *669* Engines made at *Do.* When *1896* Boilers, when made (Main) *1896* (Donkey) *1896*
 No. of Main Boilers *3* Owners *Wilson & Furness-Leyland & Co* Port *Hull* Voyage *New York*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *A. Albert Dock*
 Steam Pressure in Main Boilers *180 lbs* (State name of Dock.)
 in Donkey Boilers *80 lbs*

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Temporary repair to tunnel shaft.*

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A.1. 3.97.</i>		<i>L.M.C. 4.96.</i>

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?

Completed.
 At the request of the Owners representative examined the tunnel shafting
 One length of the shafting was found to be flawed in a longitudinal direction
 the length of the flaw being about 24 inches. The flaw does not at present appear
 to be of a very serious nature & only goes about 3/8" into the shaft.
 Thompson's patent coupling has been fitted over the flaw & the Owners have
 arranged to fit a new shaft on the vessels return in about one month.

General Observations, Opinion, and Recommendation:— *This vessel's Machinery as far*

(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.)

*as seen in good condition & in my opinion the vessel is eligible to remain
 as classed subject to a new shaft being fitted on the vessel's return.*

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

* State if Certificate is required

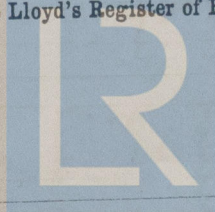
Committee's Minute

Assigned *As now subject*

FRI, 11 FEB 1898

FRI, 18 MAR 1898

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

Lloyd's Register
Foundation

LON 714-0397

One length of tunnel shafting found flawed
a temporary repair has been made.

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**.

subject to the

defective length of tunnel
shafting being renewed
on vessels return.

Owners to be advised

[Signature]
8/2/92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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