

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

FRI, 4 FEB 1898

(Received at London Office)

Date of writing Report Feb. 2<sup>nd</sup> 1898 When handed in at Local Office 18 Port of London.

No. in Reg. Book 23 Survey held at London. Date, First Survey Jan 26<sup>th</sup> Last Survey Jan 28<sup>th</sup> 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 Boilers, when made (Main) 1896 (Donkey) 1896

Registered Horse Power 669 Engines made at Do. Owners Wilson & Furness-Leyland & Co. Port Stull Voyage New York.

No. of Main Boilers 1 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs in Donkey Boilers 80 lbs If Surveyed Afloat or in Dry Dock A. Albert Dock

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

CHARACTER.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey. Date of last Survey and of Periodical Surveys.		
<u>100 A.1. 3.97.</u>		<u>L.M.C 4.96.</u>

(Periodical 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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No  
Do. " Donkey " " " No  
If this was not done, state for what reasons? Survey not due

And what parts of the Boilers could not be thus thoroughly examined? Completed.

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? No At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted? ✓

Has the propeller shaft been drawn and examined at this time? No 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? Completed.

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 as seen is 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	18
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 FRI, 11 FEB 1898 FRI, 18 MAR 1898

Assigned as now subject Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. Mr Salmon.



LON 714-0397

Has a Survey also been held. If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

\*Certificate to be sent to

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

8/2/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation