

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

(Received at London Office

THUR. 17 FEB 1893

Date of writing Report 15 Feb 98 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 433 Survey held at London Date, First Survey 3 Jan Last Survey 11 Feb 1898  
on the Machinery of the Wood, Iron or Steel S. S. "Rook" Master A. S. Carter  
 Tonnage { Gross 370 Net 167 Vessel built at London By whom R Thomson When 1890 - 9  
 Registered Horse Power 60 Engines made at Dunlee When 1890 Boilers, when made (Main) 1890 (Donkey) 1890  
 No. of Main Boilers one Owners J Carter Port London Voyage Coasting  
 No. of Donkey Boilers one Surveyed Afloat in Dry Dock Regent Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers 160 lb in Donkey Boilers 80 lb (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage & B.S. 100 A1-10-96

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Special Survey. 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? Flow 162 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? Not adjusted

Was 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? Stem Bush relined

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

Donkey Boiler Safety valves to be adjusted at Leith, for which port vessel sailed.  
Vessel placed in dry dock. Examined propeller & found one blade broken off above root & other blades scraped on edges, a new propeller has been fitted. The propeller shaft drawn and examined & found satisfactory. All shafting opened out & examined & found satisfactory. Sea connections & fastenings satisfactory.

Examined Main Boiler externally &amp; internally and found it in good condition - Safety Valves satisfactory.

Examined Donkey Boiler externally &amp; internally and found it in fair condition - one mud hole door renewed - Safety Valve renewed &amp; seat tried up.

Examined Main Boiler under steam &amp; adjusted Safety Valves to working pressure.

The Owner's request that the above be reckoned part of Special Survey.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel,

(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.)

so far as seen is now in a safe working condition & eligible, in my opinion, to have B.S. 2-98 Recorded in the Register of the Society when the Donkey Boiler Safety Valve has been adjusted to working pressure & Special Survey with date when completed.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 1 : 10 : 0  
 Special Damage Fee (per Section 28) £ 2 : 2 : 0  
 Travelling Expenses (if chargeable) £ 3 : 5 : 0  
 Fees applied for 2 1/2 18 98  
 Received by me Thomson 18

\*State if Certificate is required

Committee's Minute

TUES. 22 FEB 1893

Assigned

Deferred

FRI. 21 OCT 1898

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

Lloyd's Register  
 Foundation

LON 714-0453

Has a Survey also been held on Ship?

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

B.P. due 12, 98 to be completed at Leith.  
Screw shaft examined, stern bush  
lined, propeller renewed, all shafting  
& sea connection 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.

Boilers examined

It is submitted that this  
vessel WILL BE eligible for  
the record. B.P. 2, 98 when

the Donkey Boiler safety  
valves have been adjusted

The above to be taken as  
part 1. of B.P. 2 due 99.

HL  
21/2/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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