

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

(Received at London Office)

WED, 9 MAR 1898

Date of writing Report *8 March 1898* When handed in at Local Office *8 March 1898* Port of *London*
No. in Reg. Book *324* Survey held at *London* Date, First Survey *27 Feb 1898* East Survey *3 March 1898*
on the Machinery of the *Wood, Iron or Steel* *S. S. Sargasso* Master *Handley*
Tonnage { Gross *1441* Net *927* Vessel built at *Glasgow* By whom *J. B. Kinnear* When *1883* Boilers, when made (Main) *'83* (Donkey) *'96*
Registered Horse Power *164* Engines made at *Scrutton, Lancs* Owners *Scrutton, Messrs* Port *London* Voyage *A. India*
No. of Main Boilers *1* No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in R. I. Dock*
Steam Pressure in Main Boilers *90 lbs* in Donkey Boilers *100* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *2* Port *S.*
Particulars of Examination and Repairs (if any) *B. S. +100 A. 6'96 + L.M.C. 12'95*
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? *yes.*
Do. " Donkey " " " *No. due. At work*
his 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? *yes* At what pressure were they afterwards adjusted under steam? *90 lbs.*
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?
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*
Now done: Main Boiler examined and found to be generally in good order.

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 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, 100 lb., &c.)
The Machinery of this vessel so far as has been seen is in good condition and in my opinion eligible to remain as classed with fresh record of B.S. 3'98

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *10/3 18 98*
Survey Fee (per Section 28) £ *10/0* Survey Fee *10/0*
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ *18/-* Received by me, *29/3/98*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute *TUES, 15 MAR 1898*
Assigned *B.S. 3'98*
Lloyd's Register Foundation
LON715-0034

Train Boiler examined

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

B.F. 3, 98

HS
10/3/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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