

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

(Received at London Office)

TUES. 15 MAR 1898

Date of writing Report 14 March 1898 When handed in at Local Office 14 March 1898 Port of London
 No. in Reg. Book 371 Survey held at London Date, First Survey 8 Feb'y Last Survey 9 March 1898
 on the Machinery of the Wood, Iron or Steel S. J. (late Godiva now) Leif Master Haveland
 Tonnage Gross 1289 Net 812 Vessel built at M. bro By whom A. Cropp & Son When 1887. 10
 Registered Horse Power 146 Engines made at Byertners When '82 Boilers, when made (Main) '82 (Donkey) '74
 No. of Main Boilers 1 Owners Byertners Port Holmes, Strand Voyage N. Shields
 No. of Donkey Boilers 1
 Steam Pressure 80 lbs If Surveyed Afloat or in Dry Dock Afloat - in Canal Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Main Boilers 80 lbs Dry Dock
 in Donkey Boilers 80

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Change of Owners 100 A. 4. 97 SS. No 3. Lou. 1. 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 " " " yes.
 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? yes. At what pressure were they afterwards adjusted under steam? 75 lbs
 Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted? 75
 Has the propeller shaft been drawn and examined at this time? yes. If spare propeller shaft fitted, state whether new? new.
 State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? new fitting.
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Work done: - Cylinders Pistons Slide Valves, all Trunks & the Condenser examined. Tail Shaft drawn in and with crank thrust & inner shafting examined. Former found to be defective by grooving and corrosion.
Propeller and Sea Connections and Stern-bush in good order.
Main Boiler examined throughout. Front end Plate in the Steam Space found defective by corrosion also found flaking of the Wing Furnaces and the Combustion Chambers slightly weakened by corrosion. Test Holes drilled in latter Show Furnaces and Combustion Chambers to be of satisfactory thickness.
Repairs to Main Boiler done: - Front end Plate efficiently douled in way of Corroded part.
Repairs to Engines: - A new Tail Shaft fitted and the Stern-bush re-lined. Stamp on former: Lloyd's No 7472 J. C. T
All Boilers tried under Steam and their Safety Valves adjusted as above.

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, 14 lb., F.P. &c.)
The Machinery of this vessel is in good condition and in my opinion eligible to remain as classed with fresh record of + L.M.C. 3. 98.

Office or Registration Fee (per Sec. 27) £ _____
 Survey Fee (per Section 28) £ 4. 8
 Special Damage Fee (per Section 28) £ _____
 Travelling Expenses (if chargeable) £ 3. 12
 Fees applied for 15/3 98
 Received by me, D. M. M. R.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____
 Committee's Minute FRI, 18 MAR 1898
 Assigned + L.M.C. 3. 98
FRI, 17 MAR 1899
TUES. 22 AUG 1899
 Lloyd's Register Foundation
 LON715-0052

Has a Survey also been held on Ship? _____
 If so, is the Report sent now, or when will it be sent? _____
 2808.-9/8/97.-5,000.-Transfer Ink.
 (The Surveyors are requested not to write on or below this page for Committee's Minute.)

Answers Character of Ship and Machinery precisely as in the Register Book. *Certificate to be sent to

Lead shaft found corroded & proved
now renewed,

Small repair to main Boiler

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 for
THE RECORD.

L.H.C. 3, 98

L
15/3/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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