

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

Date of writing Report 23 March 1898 When handed in at Local Office 18 Port of London
 No. in Reg. Book. Survey held at London Date, First Survey 17 March Last Survey 21 March 1898
5/5 on the Machinery of the Wood, Iron or Steel S.S. "Bolderda" Master S. Jenkins
 Tonnage { Gross 1555 Net 965 Vessel built at Sunderland By whom J Laing When 1884 Boilers, when made (Main) 1884 (Donkey) 1896
 Registered { Horse Power 143 Engines made at Sunderland Owners Paul & Shellshear Port London Voyage Baltic
 No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure—
 in Main Boilers 80 lb in Donkey Boilers 80 lb Surveyed Afloat in Dry Dock Princel (State name of Dock.)

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and serially 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. " " " " " " " " " " " "

If this was not done, state for what reasons? Not open for surveyAnd 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? NoAt what pressure were they afterwards adjusted under steam? Not adjustedDid the Surveyor examine the Safety Valves of Donkey Boiler? NoTo what pressure were they afterwards adjusted? "Has the propeller shaft been drawn and examined at this time? YesIf spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Bush relinedIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Vessel placed in dry dock. Examined Propeller, found tips of blades broken, a new Bronze propeller fitted. Examined Propeller shaft drawn and found it satisfactory. The stern Bush has been rewooded. All fastenings satisfactory. Main Injection Valve faced up.

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

(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, 97, B. & M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

far as seen, is now in a safe working condition & eligible, in my opinion, to remain as classed.

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 above

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

Lloyd's Register
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LON715-0112

Screw shaft examined stern bush
unwooded, a new Bronze propeller
fitted.

It is submitted that
this vessel is eligible to
remain as CLASSED.

RL
25/3/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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