

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

(Received at London Office)

MON 28 MAR 1898

Date of writing Report 25 March 1898 When handed in at Local Office 26 March 1898 Port of London

No. in Reg. Book 249 Survey held at London Date, First Survey 19 Aug 97 Last Survey 21 March 1898

on the Machinery of the Wood, Iron or Steel S. T. Perin Master J. Walker

Tonnage Gross 1348 Net 851 Vessel built at Glasgow By whom Lou Glas Co. When 1877 YEAR. MONTH. 4

Registered Horse Power 118 Engines made at " When 77 Boilers, when made (Main) 77 (Donkey) 91

No. of Main Boilers 2 Owners Weston & Laurance Port London Voyage Malta

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 65 lb If Surveyed Afloat or in Dry Dock Afloat in Millwall Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) L.M.C. +100 lb 11.96 S.S. Lou 103. 10.89 S.S. Mal. 101. 94 L.M.C. 1.94 B.S. 11.96

(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? 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? 66 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted? Not 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? On vessel's next arrival in the W. N. The Safety Valves of Donkey Boiler to be adjusted under Steam also the vessel to be placed in dry dock. Tail shaft drawing and with the Propeller Stern-bush & all sea connections examined. Dimer, advised accordingly.

Now done: Cylinders Pistons Slide Valves all Pumps and the Condenser Crank. Thrusts & Pinnet Shafting examined Main Boilers examined Throughout found bottom plating of Shells also the Furnaces part-combin chamber plating and the Tubes in defective condition. Repairs now done: Bottom plates of Shells all Furnaces and lower portions of Combin Chamber plating and the Main Tubes renewed. Key Tubes part-renewed. After repairs these boilers satisfactorily tested by water pressure to 100 lbs per square inch. The Main Safety Valves adjusted under Steam as above. Donkey Boiler examined Throughout. This Boiler now found to be in fair condition with exception of one crown plate.

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

The Machinery of this vessel so far as now seen is in good order and in my opinion eligible to remain as classed with fresh record of L.M.C. 3.98 but it is recommended that this fresh record be deferred until the present survey is completed.

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 0

Fees applied for 28/3 18 98

Received by me, J. Ritchie

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

State if Certificate is required \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Assigned Deferred

TUES. 29 MAR 1898 TUES. 7 JUN 1898 FRI. 12 AUG 1898

59718 Sun.

Plate Key Repairs: One Crown Plate Key  
now received  
There being no steam on this boiler the safety valves  
could not now be adjusted.

D. Pitel

1.1.10 2 due 10, 97 to be completed on vessels  
return.

Bottom plates of A. B. shells all furnished  
& lower part of cc plating & all plain  
tubes renewed. slight repairs to tanks

Boiler is submitted that this  
vessel WILL BE eligible for  
the record. 2.11.10 97 when the

propeller screw shafts - stem and  
sea connections have been  
examined and the A. B.  
safely and satisfactorily

28/10/98

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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