

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

(Received at London Office

TUES, 26 APL 1898

Date of writing Report 23rd April 1898 When handed in at Local Office 25th April 1898 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 19 April Last Survey 21 April 1898

394 on the Machinery of the Wood, Iron or Steel S.S. Celtic King Master Jenny

Tonnage Gross 3738 Net 2429 Vessel built at Belfast By whom W. & A. Clark & Co. Ltd When 1891 YEAR. MONTH.

Registered Horse Power 360 Engines made at Glasgow When '91 Boilers, when made (Main) '91 (Donkey) '91

No. of Main Boilers 2 Owners Federal S.S. Co. Ltd Port London Voyage R. Plate

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock W. Green's Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 lb in Donkey Boilers 80

Last Survey No. _____ Port _____

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A. 8.97</u>		<u>+L.M.C. 6.95</u>
<u>S.S. Lou 10.94</u>		<u>B.S. 9.97</u>

Particulars of Examination and Repairs (if any) Dressing

(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?

Do. " Donkey " " " " " " "

If this was not done, state for what reasons? Not under survey.

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? Not under survey.

Did the Surveyor examine the Safety Valves of the Main Boiler? At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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 vitæ of stern bush and top of after bearing of screw shaft? 1/4

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

Now done: - Propeller Stern-bush and fastenings of the Sea Connections examined and found 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, 140 lb. F.D., &c.)

The Machinery of this Vessel so far as now examined is in good order and in my opinion eligible to remain as Classed Without fresh record.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,
				<u>J. Ritchie</u>
				Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

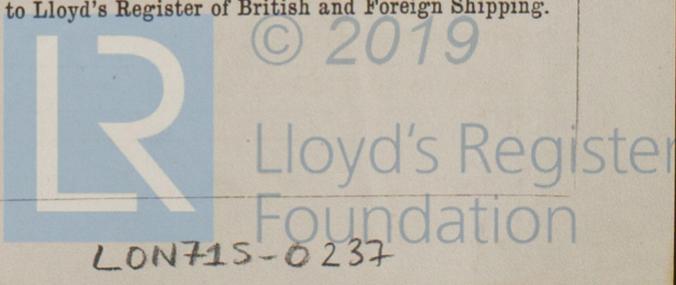
*State if Certificate is required _____

Committee's Minute _____

Assigned _____

FRI, 29 APL 1898

as now



Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificates to be sent to.

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

*HS
28/4/98*

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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