

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

(Received at London Office)

FRI. 29 APR 1898

Date of writing Report 28 April 1898 When handed in at Local Office 28 April 1898 Port of London  
No. in Reg. Book. 42 Survey held at London Date First Survey 21 April Last Survey 27 April 1898  
on the Machinery of the Wood, Iron or Steel S. S. Pomvoti Master Smith  
Tonnage { Gross 2625 Vessel built at Sunderland By whom J. Loring When 896 8  
Net 1669 Engines made at When '96 Boilers, when made (Main) '96 (Donkey) '96  
Registered Horse Power 37 1/2 Owners Bullard, King & Co Port London Voyage Cape Town  
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock In Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lb in Donkey Boilers 80

Last Survey No. 59571 Port London

Particulars of Examination and Repairs (if any) Boilers + 100 A.I. 1.98

(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?

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

If spare propeller shaft fitted, state whether new?

Has the propeller shaft been drawn and examined at this time? No

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/32 inch

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 the outside fastenings of 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, R.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 condition and in my opinion eligible to remain as classed without fresh record.

	Fees applied for
Office or Registration Fee (per Sec. 27).....	£ : : 18
Survey Fee (per Section 28).....	£ : : 18
Special Damage Fee (per Section 28).....	£ : : 18
Travelling Expenses (if chargeable).....	£ : : 18

State if Certificate is required

Committee's Minute

Assigned

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



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LON 715 0259



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

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.

*7/11*  
*4/3/98*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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