

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

(Received at London Office SAT. 7 MAY 1898)

Date of writing Report 6 May 1898 When handed in at Local Office 6 May 1898 Port of LONDON

No. in Reg. Book 242 Survey held at LONDON Date, First Survey 27 April Last Survey 2 May 1898
(No. of Visits 3)

242 on the Machinery of the Wood, Iron or Steel S. S. Widgeon Master

Tonnage { Gross 744 Net 402 Vessel built at Gicle By whom C. Mitchell & Co When 1876 YEAR. MONTH. 8

Registered Horse Power 157 Engines made at " When '76 Boilers, when made (Main) '92 (Donkey) '92

No. of Main Boilers 2 Owners Gen. Steam Nav Co. Port LONDON Voyage Post Fixed

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 70 lb If Surveyed Afloat or in Dry Dock afloat in Dept Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 70

Last Survey No. _____ Port _____

CHARACTER.	Date of last Survey and of Periodical Surveys	Years Assigned to be expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey.			

Particulars of Examination and Repairs (if any) Pressing + 100 AT 8.96
SS Lou 103 10.92
SS Lou 101 '96 +NB 10.92

(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?

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? yes. If spare propeller shaft fitted, state whether new? Not new.

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New wood Lining.

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

Now done: - Tail shaft drawn in and examined and found defective through previous fracture in way of forward flange
Now done: - A new Tail shaft fitted New wood in Stern-bush.

The Propeller and outside fastenings of sea connections found in good condition

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 now classed without fresh record.

	Fees applied for
Office or Registration Fee (per Sec. 27).....	£ : : 18
Survey Fee (per Section 28).....	£ : : 1
Special Damage Fee (per Section 28).....	£ : : 1
Travelling Expenses (if chargeable).....	£ : : 18

Received by me, _____

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

State if Certificate is required _____

Committee's Minute _____

Assigned _____

FRI. 13 MAY 1898



Leeward shaft found fractured the
upward one has now been fitted.

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 to
remain as **CLASSED**.

[Signature]
11/5/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation