

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

(Received at London Office

SAT. 7 MAY 1898

Date of writing Report *6 May* 18 *98* When handed in at Local Office *6 May* 18 *98* Port of *London*
 No. in Reg. Book. *242* Survey held at *London* Date, First Survey *27 April* Last Survey *2 May* 18 *98*
on the Machinery of the Wood, Iron or Steel *J. 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 *Not Fixed*
 No. of Donkey Boilers *1* 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).
 Steam Pressure in Main Boilers *70 lb* in Donkey Boilers *70*

Last Survey No. *"* Port *"*
 Particulars of Examination and Repairs (if any) *Pressing + 100 A 1 8.96*
SS London 3. 10. 92
SS London 1. 96
L.U.C. 9.96
+ N.B. 10.92

(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?

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 seen.*

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?

Now done: - Tail shaft drawn in and examined and found defective through previous fracture in way of forward Lignum vitae. 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.

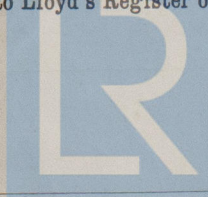
Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for
 Survey Fee (per Section 28)..... £ : :
 Special Damage Fee (per Section 28)..... £ : :
 Travelling Expenses (if chargeable)..... £ : :
 Received by me, *18*

State if Certificate is required

Committee's Minute

Assigned *as now*

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



Lloyd's Register
 Foundation

LON715-0276

Has a Survey also been held on Ship?
 If so, is the Report sent now, or when will it be sent?

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

*Certificate to be sent to

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.

HL
11/5/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation