

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

(Received at London Office 12 May 98 4.0 p.m.)

Date of writing Report May 12th 98 When handed in at Local Office 12th May 98 Port of London
No. in Reg. Book 602 Survey held at London Date, First Survey 11 Mar Last Survey 12 May 1878
on the Machinery of the Wood, Iron or Steel L.S. "Hubbuck" Master G. Smith 98. 98.
Tonnage Gross 2534 Net 1775 Vessel built at Old By whom J. L. Thompson & Sons When 1886 1.
Registered Horse Power 319 Engines made at Ap. When 1886 Boilers, when made (Main) 1886 (Donkey) 1886
No. of Main Boilers 2 Owners G. M. Allen Port London Voyage Imperialia Cardiff
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Victoria D.K. & J. J. Dry Dock
Steam Pressure in Main Boilers 150 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers 85 lbs.

Last Survey No. PS. 7703 Port London
Particulars of Examination and Repairs (if any) PS. 7703
(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.)

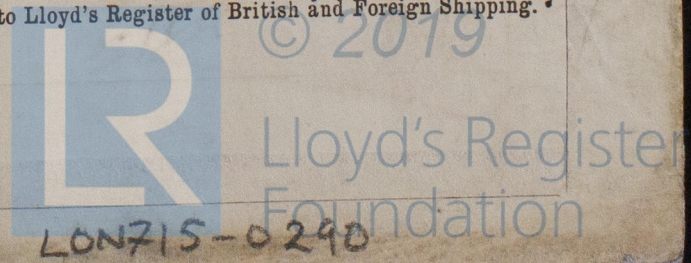
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
Do. " Donkey " " " Yes
If this was not done, state for what reasons? -
And what parts of the Boilers could not be thus thoroughly examined? -
Also what special means, in the absence of 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? 150 lbs.
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted? 84
Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? Yes. 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

Examined Main & Donkey Boilers & Safety valves, also Cylinders, Pistons, Valves, Pumps, Condenser, large connections, crank, thrust, Tunnel Shafting.
Repairs due to wear & tear. About 20 inches renewed in Stard Main Boiler furnace.
Tail Shaft drawn in and examined and found defective by grooving and corrosion. Propeller Stern-bush and all sea connections & their fastenings examined and found in good order.
Repairs: A new Tail Shaft fitted (Please find Report attached). New wood Lining fitted in the Stern-bush.
Main and Donkey Boilers, their Super Heaters and their Safety Valves adjusted as above.

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, 100 lb., F.D., &c.)
The Machinery of this vessel is in good condition and in our opinion eligible to remain as classed with fresh power of + L.M.C. 5. 98.

Please note new owners.
Office or Registration Fee (per Sec. 27) £ 5. 10. Fees applied for 12/5 98
Survey Fee (per Section 28) £ 4. 19. Received by me, 13/5 98
Special Damage Fee (per Section 28) £ 4. 19.
Travelling Expenses (if chargeable) £ 4. 19.
State if Certificate is required -
Committee's Minute + L.M.C. 5. 98
Assigned 13 MAY 1898

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



Scow shaft found corroded now
unwed steel bush unwooded
slight repair to main bolts

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 for
THE RECORD.

L.M.B. 5, 98

7/8
12/5/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation