

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

Date of writing Report 12 May 1898 When handed in at Local Office 12 May 1898 Port of London  
No. in Reg. Book. 1097 Survey held at London Date, First Survey May 2<sup>nd</sup> Last Survey 9 May 1898  
on the Machinery of the Wood, Iron or Steel S.S. Avalon Master Bonita  
Tonnage Gross 2053 Net 1354 Vessel built at Rye By whom Swan & Hunter When 1888 YEAR. MONTH. 7  
Registered Horse Power 219 Engines made at Stockton When 1888 Boilers, when made (Main) 1888 (Donkey) 1888  
No. of Main Boilers 2 Owners English & American S. Co. Ltd Port London Voyage  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Victoria Dock  
Steam Pressure in Main Boilers 160 lbs (State name of Dock.)  
in Donkey Boilers 75 lbs

Last Survey No. 1097 Port London  
Particulars of Examination and Repairs (if any) B.S.

(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.)

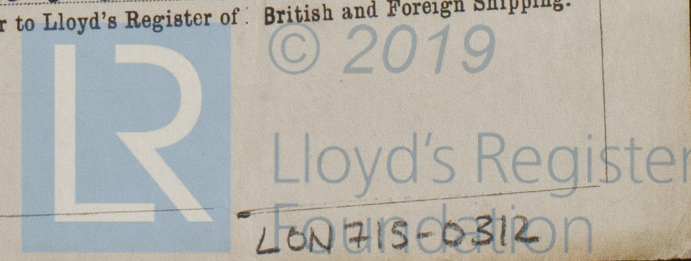
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.  
Do. " Donkey " " " Yes.  
If this was not done, state for what reasons? -  
And what parts of the Boilers could not be thus thoroughly examined? -  
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes  
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes At what pressure were they afterwards adjusted under steam? 162 lbs  
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted? 72  
Has the propeller shaft been drawn and examined at this time? yes. If spare propeller shaft fitted, state whether new? -  
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8  
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Examined Main and Donkey Boilers internally and externally and safety valves. Found same all in good condition.  
Main & Donkey Boilers tried under steam & their safety valves adjusted as above.  
Tail shaft drawn in and with Propeller Stern-bush and outside fastenings of Sea Connections examined and found satisfactory.

General Observations, Opinion, and Recommendation:— This vessel's Boilers are now in good condition and in our opinion eligible to remain as classed with fresh record of 'B.S. 5-98.'

Office or Registration Fee (per Sec. 27) £ 2.00  
Survey Fee (per Section 28) £ 2.00  
Special Damage Fee (per Section 28) £ 4.00  
Travelling Expenses (if chargeable) £ 1.16.0  
Fees applied for 18/5 1898  
Received by me, Wm Salmon J. Pittman  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required  
Committee's Minute FRI, 20 MAY 1898  
Assigned B.S. 5-98  
TUES. 24 MAY 1898





*True shaft examined.*

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.*

*B.L. 5, 98*

*18/5/98*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation