

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

(Received at London Office.

TUES, 17 MAY 1898

Date of writing Report 16th May 1898 When landed in at Local Office 16th May 1898 Port of London
 No. in Reg. Book. Survey held at London Date, First Survey 10th May Last Survey 16th May 1898.
369 on the Machinery of the Wood, Iron or Steel T.S. Woodhouse Master Gordonham
 Tonnage { Gross 3521 Net 2221 Vessel built at Newcastle By whom Higham Richardson When 1891 7.
 Registered Horse Power 445 Engines made at London When 91 Boilers, when made (Main) 91 (Donkey) 91.
 No. of Main Boilers 2 Owners A. Smith Port London Voyage Australia
 No. of Donkey Boilers 1
 Steam Pressure—155-lb If Surveyed Afloat or in Dry Dock In H.I. Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 155-lb

Last Survey No. PortParticulars of Examination and Repairs (if any) Docking + 100 A 12.97. + Luc 7.95

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?State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New Lignum VitaeIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Done: Propeller Stern-bush and outside fastenings of Sea Connections examined. Tail Shaft examined and found in good order.

Repairs: New lining fitted in Stern-bush. Stern-tube re-fastened in place with new rivets.

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.&F.S. 9,97 or F.L.M.C. 9,97, 100 lb., &c.)

The Machinery of this vessel is in good condition and in my opinion eligible to remain as classed without fresh repairs.

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

State if Certificate is required

Committee's Minute

FRI, 20 MAY 1898

Signed

as above

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

Crew shaft examined stem burst
unwooded.

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
19/5/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation