

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

TUES. 24 MAY 1898

(Received at London Office)

Date of writing Report *21 May 1898* When handed in at Local Office *23 May 1898* Port of *London*  
 No. in Reg. Book. *Survey held at London* Date, First Survey *and* Last Survey *16 May 1898*  
 on the Machinery of the *Wood, Iron or Steel* *S. S. Oakdale* Master *Whitman*  
 Tonnage Gross *1340* Vessel built at *H. pool* By whom *P. Witty & Co* When *1878* 3  
 Net *836* Engines made at *"* When *'78* Boilers, when made (Main) *'78* (Donkey) *'91*  
 Registered Horse Power *156* Owners *Steel. Irony & Co* Port *London* Voyage *Sunderland*  
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *In Green's Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 No. of Donkey Boilers *1*  
 Steam Pressure in Main Boilers *68 lb*  
 in Donkey Boilers *80*

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Do nothing. + 100 A1 8-97*

(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?

If the Survey is not complete state what arrangements have been made for its completion?

*Propeller Stern-bush and outside fastenings of the Sea Connections examined and now found to be in Satisfactory 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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, &c.)

*The Machinery of this vessel so far as has been seen is in Satisfactory Condition and in my opinion eligible to remain as classed without fresh record.*

Once 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				19

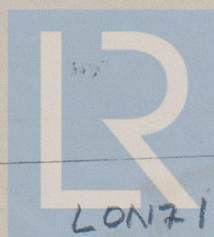
Committee's Minute

Assigned

FRL 27 MAY 1898

as now

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



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LON 715-0343



It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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