

(Received at London Office WED. 8 JUN 1898)

Date of writing Report 7 June 98 When handed in at Local Office 7 June 98 Port of London
 No. in Reg. Book. 71 Survey held at London Date, First Survey 27 May Last Survey 28 May 1898
 on the Machinery of the Wood, Iron or Steel S. S. Ophelia Master Barber
 Tonnage Gross 3883 Net 2517 Vessel built at Belfast By whom William Clark & Co When 1894 10
 Registered Horse Power 39 1/2 Engines made at London When 94 Boilers, when made (Main) 94 (Donkey) 94
 No. of Main Boilers 2 Owners China Mutual S. No. 2 Port London Voyage L. Pool.
 No. of Donkey Boilers 1
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Dressing + 100 A.I. 2.97 I.L.M.C. 10.94
(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? See above
 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? not under
 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? No If spare propeller shaft fitted, state whether new?
 State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 3/16"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? complete
None done: Propeller Stern-bush and outside fastenings of sea connections examined and found satisfactory.

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, E.S. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 H.F.D., &c.)
The machinery of this vessel is in good order and in my opinion eligible to remain as classed without fresh record.

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

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

State if Certificate is required FRI. 10 JUN 1898
 Committee's Minute _____
 Assigned as above

If so, is the Report sent now, or when will it be sent?
 (The Surveyors are requested not to affix an or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.
 *Certificate to be sent to

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

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.

*H.S.
9.6.98*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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