

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

(Received at London Office SAT. 18 JUN 1898)

Date of writing Report June 17th 98 When handed in at Local Office is Port of London

No. in Reg. Book 1107 Survey held at London Date, First Survey and Last Survey June 16th 1898

on the Machinery of the Wood, Iron or Steel S.S. Avena Master Legner

Tonnage { Gross 739 Net 426 Vessel built at Ed. By whom Davies & Co. When 1873 YEAR. MONTH.

Registered Horse Power 108 Engines made at Que. When 1885 Boilers, when made (Main) 1885 (Donkey) 1893

No. of Main Boilers 1 Owners (R. M. Thorburn) Port Udderalla Voyage Udderalla

No. of Donkey Boilers 1 Steam Pressure— in Main Boilers 150 lbs If Surveyed Afloat or in Dry Dock Survey Com. Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 70 lbs Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

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? No

Do. " Donkey " " " " No

This was not done, state for what reasons? Boilers not opened for survey.

What parts of the Boilers could not be thus thoroughly examined? The Boilers will be submitted for survey on vessel's return in about 14 days.

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? No At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted? ✓

Was the propeller shaft been drawn and examined at this time? No 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? 1/16 bare

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? Completed.

Examined propeller, stern bush, & sea connections fastenings, all in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now

(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, 140 lb., F.D., &c.)

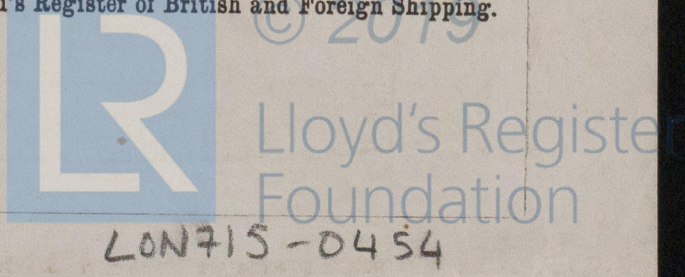
as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

Office 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, Mr Salmon
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute TUES. 21 JUN 1898 TUES. 12 JUL 1898

Assigned Deferred



13.1. due 2.98 will be held in a
fortnight

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

[Signature]
18.6.98

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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