

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

(Received at London Office)

SAT. 18 JUN 1898

Date of writing Report *17 June 1898* When handed in at Local Office *17 June 1898* Port of *London*
 No. in Reg. Book *143* Survey held at *London* Date, First Survey *8 June 1898* Last Survey *18 June 1898*
on the Machinery of the Wood, Iron or Steel *T. S. Turich* Master *Superior*
 Tonnage { Gross *1327* Vessel built at *Whitby* By whom *J. Turnbull & Son* When *1883*
 Net *824* Engines made at *Stockton* When *83* Boilers, when made (Main) *83* (Donkey) *83*
 Registered Horse Power *152* Owners *Turner, Brighton* Port *London* Voyage *Tyne*
 No. of Main Boilers *2*
 No. of Donkey Boilers *1*
 Steam Pressure in Main Boilers *80 lb* If Surveyed Afloat or in Dry Dock *Afloat in T.C. Dock*
 in Donkey Boilers *70* (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A1</i> <i>4.98</i>		<i>B.S. 6.97</i>

Last Survey No. *26467* Port *London*
 Particulars of Examination and Repairs (if any) *A.S.*

(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? *80 lb*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? *70*

Has the propeller shaft been drawn and examined at this time?

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?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Now done: - Main Boilers examined Throughout and found in good order
Donkey Boiler examined. Slight Corrosion found in plating of Fire box and Shell. These parts had drilled and thickness found satisfactory.

Main and Donkey Boilers tried under Steam and their Safety Valves adjusted as above.

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.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.P., &c.)

The Machinery of this vessel so far as has been seen, is in good order and in my opinion eligible to remain as classed with fresh period of B.S. 6.98.

Office or Registration Fee (per Sec. 27)..... £
 Survey Fee (per Section 28)..... £
 Special Damage Fee (per Section 28)..... £
 Travelling Expenses (if chargeable)..... £

Fees applied for

18/6 98

Received by me,

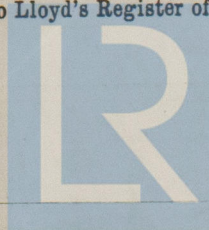
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute

Assigned

TUES. 21 JUN 1898



Lloyd's Register Foundation

LON 715-0458

It is submitted that
this vessel is eligible for
THE RECORD. 13. 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.

A.L.S.
18. 6. 98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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