

(Received at London Office.....) MON 27 JUN 1898

No. in
Reg. Book. Survey held at London. Date, First Survey and Last Survey June 22, 1878

Tonnage } Gross 1505
Net 1505
Vessel built at Sid. By whom J. L. Thompson & Sons. When 1888 5

No. of Donkey Boilers	Owners <i>Turner, Brightman & Co.</i>	Port <i>London</i>	Voyage <i>Thames Gate</i>
Steam Pressure—	If Surveyed <i>Afloat</i> or in Dry Dock <i>Victoria's Ark</i>		

Inspected at Port of Registry

In Main Boilers.	10 days	(State name of Dock.)	<u>Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).</u>
In Donkey Boilers.	50 lbs		

Last Survey No. 3708 Port Ant

Particulars of Examination and Repairs (if any) Comp of 125. H 1007-1.3.98 H L.M.C.596

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	"	"	"	110	"
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If this was not done, state for what reasons? *See London Vols. 59986 & 59987 & Amst. Vols. 3708*

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? 160 At what pressure were they afterwards adjusted under steam? 164 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? 110 To what pressure were they afterwards adjusted? 78 lbs.

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 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? *Completed.*


Safety valves adjusted under steam to the above pressures.

General Observations, Opinion, and Recommendation:—This vessel's Boilers are 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 $\frac{1}{2}$ L.M.C. 9,97, 140 lb., F.D., &c.)

as far as seen in good condition & in my opinion the vessel is eligible
for the record B.S. 6.98

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,	
				18	


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

State of Certificate is required.

Committee's Minute TUES. 28 JUN 1893 Lloyd's Bed

Assigned *R.S. 6.98*

10N715-0489

7011

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

B. 1. 6, 98

FL
27/6/98

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation