

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

TUES. 28 JUN 1898

(Received at London Office)

Date of writing Report 25th June 1898 When handed in at Local Office 27th June 1898 Port of London
 No. in Reg. Book. 322 Survey held at London Date, First Survey 23rd June 1898 Last Survey 25th June 1898
 on the Machinery of the Wood, Iron or Steel "S. Emilie" Master Phygnoid
 Tonnage { Gross 1635 Net 1027 Vessel built at N. H. Ford By whom E. Mithy & Co When 1885-6
 Registered Horse Power 183 Engines made at Stretton When '85 Boilers, when made (Main) '85 (Donkey) '97
 No. of Main Boilers 1 Owners Murdock & Co Port London Voyage B. Tyne
 No. of Donkey Boilers 1 If Surveyed Afloat in Dry Dock at Millwall Dock
 Steam Pressure— in Main Boilers 160 lb in Donkey Boilers 100 lb

Last Survey No. 43 Port London
 Particulars of Examination and Repairs (if any) P.S.

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? yes.

Do.

Donkey

If this was not done, state for what reasons? Letter at work

And what parts of the Boilers could not be thus thoroughly examined? Donkey Boiler

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? yes.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes.

At what pressure were they afterwards adjusted under steam? Not-adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? no

To what pressure were they afterwards adjusted? Not-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 vitae of stern bush and top of after bearing of screw shaft? 1/4"

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

Repairs to be done to Main Boilers as under also Donkey Boiler and its Safety Valves examined and all Safety Valves adjusted under steam. Owners and Newcastle Surveyors advised. Now done: Main Boiler examined throughout. Found one screwed stay in Combustion Chamber broken also eight nuts of screwed stays in Combustion Chamber defective and several stay tubes leaking. It has now been recommended that the above defects be made good and this Survey completed as set forth above.

Vessel placed in dry dock. Examined Propeller, Stern Bush & all fastenings - satisfactory. One bolt to main injection stum renewed.

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.D., &c.)

The Machinery of this vessel so far as now seen, is in good order and in my opinion eligible to remain as now classed with fresh record of B.S. 6.98. When this Survey is completed.

Office or Registration Fee (per Sec. 27)..... £

Survey Fee (per Section 28)..... £ 1.10.

Special Damage Fee (per Section 28)..... £ 3.

Travelling Expenses (if chargeable)..... £ 7.

State if Certificate is required

Committee's Minute

Assigned

Fees applied for

28/6 1898

Received by me,

29.6 1898

Sat

TUES. 5 JUL 1898

TUES. 8 NOV 1898

FRI. 18 NOV 1898

Lloyd's Register

Foundation

LON 715-0492

Let. to M.W.C. 27/6/98

Deferred.

Let. to M.W.C. 27/6/98

Deferred.

Let. to M.W.C. 27/6/98

Deferred.

B.P. due 3.98 to be completed at time

It is submitted that this
vessel WILL BE eligible for
the record.

B.P. 6.98 when the train

Boiler has been repaired as recom-
mended & its safety valves
adjusted under steam

LL
28/6/98

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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