

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

(Received at London Office)

SAT. 2 JUL 1898

Date of writing Report *July 1st 98* When handed in at Local Office *is* *Port of London*
 No. in Reg. Book *1164* Survey held at *London* Date, First Survey *June 25th* Last Survey *June 29th 1898*
 on the Machinery of the *Wood, Iron or Steel* *P.P. Avena* (No. of Visits)
 Tonnage { Gross *729* Net *426* Vessel built at *Std.* By whom *Davies & Co.* Master *Segner*
 Registered Horse Power *108* Engines made at *Fluc.* When *1885* Boilers, when made (Main) *1885* (Donkey) *1893*
 No. of Main Boilers *1* Owners *(P. H. Sherburn)* Port *Uddervalla* Voyage *Uddervalla*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Survey Com: Dock*
 Steam Pressure in Main Boilers *150 lbs* (State name of Dock.)
 in Donkey Boilers *70 lbs*

Last Survey No. *59983* Port *Lon*Particulars of Examination and Repairs (if any) *185.*

(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? *150 lbs.*

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?

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?

Examined Main Boilers internally and externally and Safety valves, all in good condition

Safety valves adjusted under steam as above.

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 L.M.C. 9,97, 140 lb., F.D., &c.)

as far as seen in good condition & in our opinion the vessel is eligible for the record B.S. 698.

Office or Registration Fee (per Sec. 27) *£ 1 : 10 : 0*
 Survey Fee (per Section 28) *£ 3 : 0*
 Special Damage Fee (per Section 28) *£ 1 : 7 : 0*
 Travelling Expenses (if chargeable) *£ 1 : 7 : 0*

Fees applied for

4/87 1898

Received by me,

State if Certificate is required

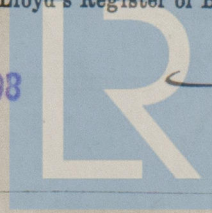
Committee's Minute

Assigned

TUES. 5 JUL 1898

TUES. 12 JUL 1898

Th. Sahma.
Thomas R. Blackie
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register
 Foundation

LON 716 - 0020

B. L. 6, 98

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4/7/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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