

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

(Received at London Office)

TUES. 28 JUN 1898

Date of writing Report 25 June 1898 When handed in at Local Office 27 June 1898 Port of London
 No. in Reg. Book. 91 Survey held at London Date, First Survey 31 May 1898 Last Survey 24 June 1898
 on the Machinery of the Wood, Iron or Steel S. S. Marigal Master Franklin
 Tonnage { Gross 4387 Vessel built at Switzerland By whom Mrs S.B. Co A When 1893. 8
 Net 2778 Engines made at P. Cle. When '93 Boilers, when made (Main) '93 (Donkey) '93
 Registered Horse Power 552 Owners R. Lund Port London Voyage Sydney
 No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock Afloat in H. I.
 No. of Donkey Boilers 1 (State name of Dock.) Dry Dock
 Steam Pressure in Main Boilers 200 lb.
 in Donkey Boilers 80

Last Survey No. PortParticulars of Examination and Repairs (if any) Damage.

(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?

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?

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?

yes.

If spare propeller shaft fitted, state whether new?

new.

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

new Lignum Vitae

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

complete.

Now done: Tail Shaft drawn in and with the Propeller
stern-bush and outside fastenings of all Sea Connections
examined

Found "Boss" of Propeller to be cracked in way of its
Key-bed also found the Tail Shaft to be fractured
in way of the fore end of the after liner

Damage repairs now done: A new Tail Shaft and
new Propeller fitted and new wood lining fitted in the
stern-bush

Please see copy of Damage Report attached.

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 is in good order and in my
opinion eligible to remain as classed without further
record.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 3 : 3
 Travelling Expenses (if chargeable) £ 2 : 7 : 0

Fees applied for

97 1898

Received by me

11/4/98

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

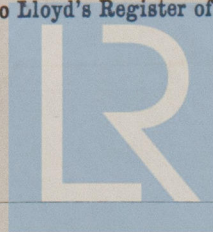
State if Certificate is required

Committee's Minute

Assigned

TUES. 12 JUL 1898

+ LMC 12.97



© 2019

Lloyd's Register
Foundation

LON716-0053

Screw shaft & propeller boss found
fractured both now renewed. stem
hulk renewed

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.

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

11.6.12.97

11
8/1/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation