

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

MON 25 JUL 1898

(Received at London Office)

Date of writing Report 23 July 98 When handed in at Local Office 18 Port of London
 No. in Reg. Book. 14 Survey held at London Date, First Survey 7 July Last Survey 20 July 1898
 on the Machinery of the Wood, Iron or Steel S. S. "Mabel" Master H. Marsh
 Tonnage { Gross 390 Net 237 Vessel built at Leith By whom S. & A. Morton & Co When 1889-9
 Registered Horse Power 80 Engines made at Leith When 1889 Boilers, when made (Main) 1889 (Donkey) 1889
 No. of Main Boilers one Owners Burnett Bros & Sons Port London Voyage Paris
 No. of Donkey Boilers one Surveyed in Dry Dock Blengall & Regent Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure—160 lbs in Main Boilers
 in Donkey Boilers 160 lbs

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

(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? YesDo. " Donkey " " " YesIf 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? YesAt what pressure were they afterwards adjusted under steam? Flow 162 lbsDid the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted? Flow 110 lbs (sufficient)Has the propeller shaft been drawn and examined at this time? YesIf spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stem Bush renewedIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed in dry dock. Examined propeller & all sea connections & fastenings, propeller shaft & Stem Bush. The propeller shaft taken on shore & liners trued up, Stem Bush (phosph bronze) renewed. Shell plate of vessel at Main Suction corroded, efficient patch riveted and Suction re-jointed, 2 Stumps renewed.

Examined all cylinders, pistons, covers, Valves & faces, crank, Tunnel & Thrust shafting, condenser, Air, Circulating Feed & Bilge Pumps, Bilge Injection & water tight door.

Examined Main Boiler externally & internally & found it in fair condition. The bottom of Centre Comb Chamber found corroded has been cut & a new bottom plate fitted, 6 screw stays & same renewed. Safety Valves satisfactory.

Examined Donkey Boiler externally & internally & found it in good condition. Manhole door slack in hole, renewed. Safety valve satisfactory. An extra

2 1/2" dia Safety valve chest complete fitted on Donkey Boiler

Examined Boilers under steam & adjusted Safety Valves to working pressures.

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far

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

as seen, is now in a safe working condition & eligible, in my opinion, to have + L.M.C. 7.98 Recorded in the Register of the Society.

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

Survey Fee (per Section 28)..... £

Special Damage Fee (per Section 29)..... £

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

Fees applied for

257 18 98

Received by me,

28 18 98

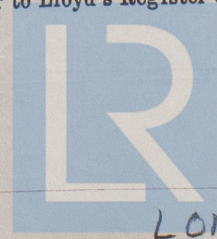
State if Certificate is required

Committee's Minute

Assigned

TUES. 26 JUL 1898

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



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Lloyd's Register

LON716-0135

Screw shaft examined lines tried
up stem and rudder. Moderate
repairs to main Boiler

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.

L. H. 6798

25/1/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation