

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

THUR. 28 JUL 1898

(Received at London Office)

Date of writing Report *27 July 1898* When handed in at Local Office *27 July 1898* Port of *London*
 No. in Reg. Book *409* Survey held at *London* Date First Survey *25 July 1898* Last Survey *25 July 1898*
 on the Machinery of the *Wood, Iron or Steel* *S.T. Science* Master *Middle*
 Tonnage Gross *1399* Net *816* Vessel built at *Sunderland* By whom *H. Pile & Co.* When *1868* - 3
 Registered Horse Power *142* Engines made at *London* When *71* Boilers, when made (Main) *87* (Donkey) *93*
 No. of Main Boilers *2* Owners *Westcott & Laurence* Port *London* Voyage *Black Sea*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Dred Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *65 lb* in Donkey Boilers *80*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Complete L.M.C. 2.97*

(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?

To 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 under steam?

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?

Now done. Sea Connections examined. A new Propeller and a new Propeller Shaft fitted. New Lignum Vitae fitted in Stern-bush.

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 has been seen is in good order and in my opinion eligible to remain as classed with fresh record of L.M.C. 4.98 as recommended in Antwerp Report to 3658.

			Fees applied for
Office or Registration Fee (per Sec. 27)	£	:	18
Survey Fee (per Section 28)	£	:	
Special Damage Fee (per Section 28)	£	:	
Travelling Expenses (if chargeable)	£	:	18

Received by me,

D. Ritchie

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

State if Certificate is required

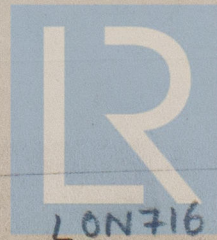
TUES. 2 AUG 1898

FRI. 27 JAN 1899

Committee's Minute

Assigned

L.M.C. 4.98



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Foundation

Lower shaft removed (see Oplupari)
also propeller & stern but unwooded

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

L.N. 6498

HL

29/7/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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