

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

(Received at London Office)

WED, 3 AUG 1898

Date of writing Report 18 When handed in at Local Office 18 Port of London
 No. in Reg. Book 457 Survey held at London Date, First Survey 16 July Last Survey July 30 1898
 on the Machinery of the Wood, Iron or Steel S. J. Sugarino Master May 20
 Tonnage Gross 4163 Net 2657 Vessel built at Glasgow By whom J. S. Eder & Co. When 1883 8.
 Registered Horse Power 571 Engines made at London When '83 Boilers, when made (Main) '83 (Donkey) '83
 No. of Main Boilers 3 Owners New Zealand S. Co. Ltd Port London Voyage Liverpool
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat in Green Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 100 lb (State name of Dock.) Dry Dock
 in Donkey Boilers 100

Last Survey No. 100 Port London
 Particulars of Examination and Repairs (if any)

(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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Has the propeller shaft been drawn and examined at this time?

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?

How done: Main Boilers examined Throughout Night. Leaky found in way of several patches in Cornish Chambers. Same now Caulked. In Port and Starboard Boilers the Cornish Chamber Plating found slightly bulged but additional screws were fitted in way of same and these parts now found sufficient. The general condition of these boilers is at present satisfactory for the above working pressure. After examination each main Boiler tested by water pressure to 200 lbs. Examined Donkey Boiler, found same in good condition. Examined and adjusted under steam all safety valves.

General Observations, Opinion, and Recommendation:— This vessel's Boilers are now in good condition & in our opinion the vessel is eligible for the record.

(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.)

Office or Registration Fee (per Sec. 27) £ 2 : 10 : 0
 Survey Fee per Section 28) £ 2 : 5 : 0
 Special Damage Fee (per Section 28) £ 2 : 5 : 0
 Travelling Expenses (if chargeable) £ 2 : 5 : 0

Fees applied for 5/8 98 901
 Received by me, 6/9/98

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

State if Certificate is required

Committee's Minute

Assigned

TUES, 9 AUG 1898

BS. 7. 98



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Lloyd's Register Foundation

LON 716-0183

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

B. 1798

7/11
5/18/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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