

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

(Received at London Office)

WEDHUR, 41 AUG 1898

Date of writing Report *3<sup>rd</sup> August 1898* Which handed in at Local Office *3<sup>rd</sup> August 1898* Port of *London*  
 No. in Reg. Book. *555* Survey held at *London* Date First Survey *26<sup>th</sup> July* Last Survey *30<sup>th</sup> July 1898*  
 on the Machinery of the *Wood, Iron or Steel* *J. S. Lord Erue* Master *Donkey*  
 Tonnage { Gross *5610* Vessel built at *Belfast* By whom *Harland & Wolff* When *1892* 57  
 Net *3647* Engines made at *When '92* Boilers, when made (Main) *'92* (Donkey) *'92*  
 Registered Horse Power *429* Owners *J. Dixon & Sons* Port *Belfast* Voyage *Baltimore*  
 No. of Main Boilers *2*  
 No. of Donkey Boilers *1*  
 Steam Pressure in Main Boilers *180 lb* If Surveyed Afloat or in Dry Dock *Afloat & in Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers *180 lb*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Docking & Repair B.S. 100 H. 9.97 + L.M.C. 6.96*  
 (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? *No*

Do. " Donkey " *Yes.*  
 If this was not done, state for what reasons? *Main Boilers already examined See Lou Rept. 1059992.*

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? *Now, 180 lb.*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? *180 lb.*

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? *3/16"*

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

*complete*  
*No done! - Donkey Boiler examined and found to be generally in good condition*  
*All Boilers examined under steam and their Safety Valves adjusted as above.*  
*Propellers, Stern-bush and outside fastenings of the sea connections examined and found in good order.*

## 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, to lb., &c.)

*The Machinery of this vessel so far as has been seen is in good order and in my opinion eligible to remain as now classed and this survey being now completed, to have fresh record of B.S. 6.98 as already recommended.*

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

Fees applied for

Survey Fee per Section 28) £ : :

18

Special Damage Fee (per Section 28) £ : :

Received by me,

Travelling Expenses (if chargeable) £ : :

18

State if Certificate is required

Committee's Minute

Assigned

TUES. 9 AUG 1898  
 FRI. 12 AUG 1898

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



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LON 716-0190



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

*B. 1. 6. 98  
LL  
8/8/98*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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