

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

(Received at London Office)

TUES. 30 AUG 1898

Date of writing Report *27 Aug 1898* When handed in at Local Office *29 Aug 1898* Port of *London*  
 No. in Reg. Book. *14* Survey held at *London* Date, First Survey *17 Aug 1898* Last Survey *27 Aug 1898*  
 on the Machinery of the *Wood, Iron or Steel* *T. S. Mabel* Master *H. W. March 97*  
 Tonnage { Gross *390* Net *237* Vessel built at *Leith* By whom *J. H. Mortimer* When *1889*  
 Registered Horse Power *80* Engines made at *Donkey* When *89* Boilers, when made (Main) *89* (Donkey) *89*  
 No. of Main Boilers *1* Owners *Murcott, Bros & Co* Port *London* Voyage *Paris*  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in River Thames* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers *160 lb*  
 in Donkey Boilers *160 lb*

Last Survey No. *60118* Port *Lon*Particulars of Examination and Repairs (if any) *New Safety Valve to Donkey Boiler*

(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?

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?

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?

*Complete.*

*Work done: - Donkey Boiler Safety Valves examined at request of Owners. An additional Safety Valve has been fitted. This boiler was last examined. Both Safety Valves now adjusted under steam to a load of 130 lb per square inch.*

## 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 now seen, is in good order and in my opinion, eligible to remain as classed. Without fresh records.*

	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

State if Certificate is required

Committee's Minute

Assigned

FRI. 2 SEP 1898

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



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LON 716-0276

Has a Survey also been held on Ship?  
 If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

\*Certificate to be sent to



An additional safety valve fitted  
to D. B. & both valves adjusted

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 to  
remain as **CLASSED**.

HL  
31/1/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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