

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

(Received at London Office

THUR, 8 SEP 1898

Date of writing Report 7 Sept 98 When handed in at Local Office 7 Sept 98

No. in Reg. Book. Survey held at

338 on the Machinery of the Wood, Iron or Steel

Date, First Survey

Last Survey 5 Sept 98

Tonnage { Gross 2873 Net 1887

Vessel built at H. H. H. H.

By whom Irvine &amp; Co

Master Robinson

Registered Horse Power 250

Engines made at

When 91

Boilers, when made (Main) 91

(Donkey) 91

No. of Main Boilers 2

Owners Reehman &amp; Co. Ltd

Port S. C. Dock

Voyage

No. of Donkey Boilers 1

If Surveyed Afloat or in Dry Dock Afloat in S. C. Dock

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Survey No. 10491 Port Hpl.

Particulars of Examination and Repairs (if any) Complete B. S. 104 A. 7. 97.

(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.

S. S. 104. 10. 95

+ 104. 2. 95

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 vitæ 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! - Safety Valve of Port Donkey Boiler adjusted under Steam as above.

## 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 H.P.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 and this survey being now completed to have fresh record of B.S. 1.98 as recommended in Cardiff Report No 17263.

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

Survey Fee per Section 28) £ : : 18

Special Damage Fee (per Section 28) £ : :

Travelling Expenses (if chargeable) £ : :

Received by me,

\*State if Certificate is required

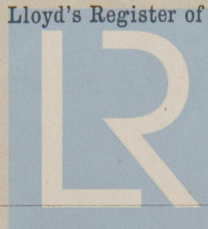
Committee's Minute

Assigned

FRI, 9 SEP 1898

J. Ritchie

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



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Lloyd's Register Foundation

LON716-0300

It is submitted that  
this vessel is eligible for  
THE RECORD. B.L. 1. 98

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A.L.  
8.9.98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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