

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

WED, 21 SEP 1898

(Received at London Office)

Date of writing Report *21 Sept 1898* When handed in at Local Office *21 Sept 1898* Port of *London*
 No. in Reg. Book. *745* Survey held at *London* Date, First Survey *18 Sept 1898* Last Survey *17 Sept 1898*
 on the Machinery of the *Wood, Iron or Steel* *S. J. Antonio* Master *A. Keys*
 Tonnage Gross *1827* Net *1156* Vessel built at *Sunderland* By whom *J. Dafford & Sons* When *1877* Boilers, when made (Main) *'90* (Donkey) *'90*
 Registered Horse Power *207* Engines made at *"* When *1890* Port *London* Voyage *Cardiff*
 No. of Main Boilers *2* Owners *J. Bowen Rees & Co* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in Millwall Dry Dock*
 Steam Pressure— in Main Boilers *165 lb* in Donkey Boilers *70*

Last Survey No. *Damage* Port *Cardiff*

Particulars of Examination and Repairs (if any) *Comp. B.S. +100 A.I. 7.98. SS 10. 103. 8.90 SS C. 102. 78. + L.M.C. 9.97 + H.B. 3.90.*
 (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? *yes.*Do. " Donkey " *No*If this was not done, state for what reasons? *already examined See Hull Ref to 11919.*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? *yes.*To what pressure were they afterwards adjusted under steam? *100 lb*Did the Surveyor examine the Safety Valves of Donkey Boiler? *No, already done*To what pressure were they afterwards adjusted under steam? *100 lb*Has the propeller shaft been drawn and examined at this time? *yes.*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? *new wood.*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Safety valves to be adjusted at Cardiff. Surveyors advised.*

Now done as Damage Repairs and examin. please see copy of Damage Report attached herewith: - Vessel placed in dry dock. Bit shaft drawn in and with Stern-bush sea connections all Pumps and the Condenser and after bottom ends examined.

Damage repairs now done: - Stern-bush re-lined Condenser tubes drawn cleaned and re-packed Bottom end braces of after engine re-lined with white metal all glands re-packed.

As ordinary examin: - Main Boilers and their Safety Valves examined. Mid Furnace Flating found to be slightly weakened by corrosion. Test holes drilled in these furnaces show thickness to be still efficient.

No opportunity given here to adjust Main & Donkey Boiler Safety Valves.

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 with first record of B.S. 7.98 when this survey is completed.

Office or Registration Fee (per Sec. 27) £ *2 1/9* 18 98
 Survey Fee per Section 28) £ *2 1/4*
 Special Damage Fee (per Section 28) £ *3 31/16*
 Travelling Expenses (if chargeable) £ *2 17/10*

Fees applied for

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State if Certificate is required

Committee's Minute

Assigned

FRI, 23 SEP 1898

TUES, 27 SEP 1898

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



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Foundation

LON 716-0339

B.L. due Q. 98 to be completed at 6ff

Surveyors advised

Lower shaft examined stem broken in middle
some small repairs effected on acc of
damage.

Main Boilers examined

WILL BE eligible for

B.L. 1.7.98 when

All safety valves have
been adjusted under
steam

H/L
21/9/98

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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