

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

(Received at London Office)

FRI, 23 SEP 1898

Date of writing Report 22 Sept 98 When landed in at Local Office 22 Sept 98 Port of London
No. in Reg. Book. Survey held at London Date, First Survey, 14 Sept Last Survey 28 Sept 1898.
560 on the Machinery of the Wood, Iron or Steel S.S. Chesapeake Master Schaff Robinson
Tonnage Gross 4557 Net 2925 Vessel built at Glasgow By whom D. J. Dimes 86 When 1895 8
Registered Horse Power 413 Engines made at Owners F. S. Bliss Port London Voyage Baltimore
No. of Main Boilers 2 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure— in Main Boilers 160 lb in Donkey Boilers 100 lb

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking. + 100 A. 1. 8 '97 + L.C. 8 '98
(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?

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? yes. If spare propeller shaft fitted, state whether now?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New wood lining

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

Now done: - Tail Shaft drawn in and with Propeller outside fastenings of sea connections and the Stern-bush examined. On examination found the Propeller Shaft to be slightly grooved in way of the fore end of the after Reeve also found the Stern-bush to be worn down to some extent. Repairs now done: - New Lignum Vitae fitted in Stern-bush. The defect in Tail Shaft is not considered important at present but it is respectfully recommended that owing to its condition this Shaft should be again examined by one of the Society's Engineer Surveyors in twelve months. Owners advised accordingly.

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 repairs. Subject to above condition.

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,
				18

State if Certificate is required

Committee's Minute

Assigned

As now subject

TUES. 27 SEP 1898

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



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LON716-0361

Saw shaft examined

It is submitted that
this vessel is eligible to
remain as **CLASSED**. Subject to

the saw shaft being again
examined before the end of
Sept 99.

HS
23/9/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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