

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

Date of writing Report 11 October 98 When handed in at Local Office London (Received at London Office THUR, 13 OCT 1898)

No. in Reg. Book 124 Survey held at London is Port of London

Date, First Survey 6 Oct Last Survey 7 Oct 18 98

Gross Tonnage 2392 on the Machinery of the Wood, Iron or Steel S.S. "Adjutant" Master A Harding

Net Tonnage 1532 Vessel built at W Hartlepool By whom W Gray & Co

Registered Horse Power 225 Engines made at W Hartlepool When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

No. of Main Boilers 2 Owners General Steam Nav Co Port London Voyage Simsby & Lyne

No. of Donkey Boilers 1 When 1893-6

Steam Pressure in Main Boilers 160 lbs in Donkey Boilers 80 lbs Surveyed Afloat or in Dry Dock Fresh Wdy (State name of Dock.)

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

CHARACTER	Years Assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey, Date of last Survey and of Periodical Surveys.		
<u>100A1-497</u>		<u>+ 2m C</u> <u>6.93</u> <u>B.S. 2-98</u>

## Particulars of Examination and Repairs (if any) Part 2nd

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not open for survey

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? No To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? "

Has the propeller shaft been drawn and examined at this time? No 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? Vessel sailed for Simsby & the Lyne, to be completed at one of these ports. Surveyors at Hull advised, Examined HP & MP Cylinders, Pistons & Covers, also HP, MP & LP Valves & Yards.

To complete survey - All the machinery to be examined with exception of the above.

General Observations, Obinion, and Recommendation: The machinery of this vessel, so far as seen, is now in a safe working condition & eligible, in my opinion, to have M.S. 10.98 recorded in the Register of the Society when the survey has been completed as above

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

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

Committee's Minute FRI, 14 OCT 1898

TUES, 18 OCT 1898

FRI, 11 NOV 1898

Assigned Deferred for  
compen. of no. 1



LON716-0433

S. No. 1 due 6, 97 to be completed at

Hull

H. & M. Pistons, screws  
valves also L. P. valves & fuel  
examined

It is submitted that this  
vessel WILL BE eligible for  
the record. L. M. G. M. 10, 98

When all the various  
parts of engine & shafts  
have been examined  
(except above)

13/10/98

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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