

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

MON 17 OCT 1898

(Received at London Office)

Date of writing Report 15 Oct 98 18 98 When handed in at Local Office 15 Oct 98 18 98 Port of London

No. in Reg. Book 507 Survey held at London Date First Survey 21 Sept 98 Last Survey 13 Oct 98

Tonnage { Gross 5468 Net 3069 Vessel built at Glasgow By whom Fairfield C. Ld When 1890 YEAR. MONTH. 8

Registered Horse Power 1000 Engines made at " Owners D. Currie & Co. Port London Voyage S. Africa

No. of Main Boilers 4 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lb in Donkey Boilers 160

If Surveyed Afloat or in Dry Dock Afloat in James Ld Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) B.S. 10.98 +100 A.L. 6.98 +L.M.C. 7.97

(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 " " " yes.

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? yes. To what pressure were they afterwards adjusted under steam? 160 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted under steam? 160 "

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 vitae of stern bush and top of after bearing of screw shaft? 3/16"

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

Now done - Propeller Stern-bush and outside fastenings & Sea Connections examined and found in good order

All Shafting being opened out the same has now been examined and found satisfactory

Main and Donkey Boilers now examined throughout and found to be in good condition

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, 40 lb., F.D., &c.)

The machinery of this vessel is in good order and in my opinion eligible to remain as classed with fresh record of B.S. -10.98.

Office or Registration Fee (per Sec. 27) £ _____

Survey Fee per Section 28 £ 3.6

Special Damage Fee (per Section 28) £ _____

Travelling Expenses (if chargeable) £ 2.14.0

Fees applied for 17/10 98

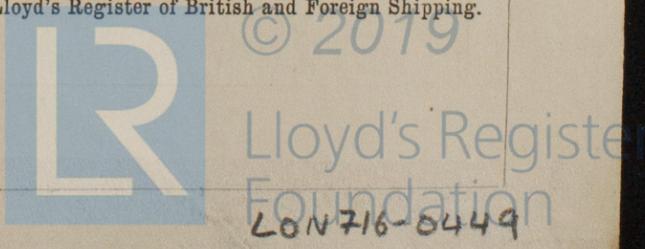
Received by me D. Ritchie 18 _____

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

State if Certificate is required _____

Committee's Minute TUES, 18 OCT 1898

Assigned 12910, 98



If so, the Report set

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

*Certificate to be sent to

