

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

(Received at London Office

SAT, 29 OCT 1898

Date of writing Report *28 Oct 1898* When landed in at Local Office *28 Oct 1898* Port of *London*
No. in Reg. Book. *393* Survey held at *London* Date, First Survey *3 Oct 1898* Last Survey *26 Oct 1898*
(No. of Visits *3*)
Tonnage { Gross *5531* Net *3542* Vessel built at *Glasgow* By whom *Fairfield Co. Ltd* When *1896* 11
Registered Horse Power *620* Engines made at *"* When *96* Boilers, when made (Main) *96* (Donkey) *"*
No. of Main Boilers *4* Owners *D. Currie & Co* Port *London* Voyage *Cape Town*
No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Green Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers *170 lb* in Donkey Boilers *none*

Last Survey No. *1196* Port *London*
Particulars of Examination and Repairs (if any) *Dressing + 100 A. 1. 7. 98 + L.M.C. 11. 96*

(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?

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?

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

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

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., F.D., &c.)

The Machinery of this vessel so far as has been examined, is in good order and in my opinion eligible to remain as classed. Without fresh record.

	Fees applied for
Office or Registration Fee (per Sec. 27).....	18
Survey Fee per Section 28).....	
Special Damage Fee (per Section 28).....	
Travelling Expenses (if chargeable).....	

Received by me,

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

State if Certificate is required

Committee's Minute

Assigned

TUES, 1 NOV 1898

As now



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Lloyd's Register Foundation

LON 716-0509

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

A.C.H.

29.10.98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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