

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

(Received at London Office

THUR, 3 NOV 1898

Date of writing Report *2nd Nov* 1898 When handed in at Local Office *2nd Nov* 1898 Port of *London*
 No. in Reg. Book. Survey held at *London* Date, First Survey *25 Oct* Last Survey *28 Sept 1898*
41 on the Machinery of the *Wood, Iron or Steel* *J. T. Jaffa* Master *Taylor*
 Tonnage { Gross *1594* Vessel built at *Highorn* By whom *J. Scott & Co* YEAR. MONTH. *1897 6*
 { Net *1025* Engines made at *When '97* Boilers, when made (Main) *'97* (Donkey) *'97*
 Registered *251* Horse Power *2* Owners *Bailey & Heatham Ltd* Port *Hull* Voyage
 No. of Main Boilers *2* No. of Donkey Boilers *1*
 Steam Pressure in Main Boilers *157 lb* If Surveyed Afloat or in Dry Dock *In Millwall Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *105* (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any)

Dredging +100 A1. 4.98 +1.11.26.97

(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?

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?

Complete.

Now done: - Propeller Stern-bush and all outside fastenings of the Sea connections examined. Found the above in good order except the Propeller which was found broken. Recommended that the Tail Shaft be drawn in for survey. On examining found the Tail Shaft to be in good condition. Repair - a new Propeller fitted.

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 is in good order so far as I have seen and is in my opinion, eligible to remain as classed without fresh review.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee per Section 28) £ : : 16
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : : Received by me, 18

*State if Certificate is required

Committee's Minute

FRI, 4 NOV 1898

FRI, 25 NOV 1898
TUES, 17 JAN 1899

Assigned

As now

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



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LON716-0523

A new propeller fitted. Curves not stated.
Screw shaft examined.

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.

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

A.C.H.

3. 11. 98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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