

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

(Received at London Office

10ES. 29 NOV 1898

Date of writing Report *26 Nov 1898* When handed in at Local Office *28 Nov 1898* Port of *London*
 No. in Reg. Book. *1068* Survey held at *London* Date, First Survey *17 Nov 1898* Last Survey *25 Nov 1898*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Atlantis* Master *Taylor*
 Tonnage Gross *1476* Net *976* Vessel built at *Glasgow* By whom *J. G. Thomson* When *84* Boilers, when made (Main) *84* (Donkey) *96*
 Registered Horse Power *324* Engines made at *London* Owners *Pratt & Sons Ltd* Port *London* Voyage *A. India*
 No. of Main Boilers *1* No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in South W. I. Dock*
 Steam Pressure in Main Boilers *90 lb* in Donkey Boilers *80* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *5491* Port *Lon*Particulars of Examination and Repairs (if any) *B. S.*

(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?

At what pressure were they afterwards adjusted under steam? *90 lb*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? *Im-adj. now*

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vite 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: - Main Boiler examined throughout and found to be generally in satisfactory condition. One test-hole in combustion chamber showing thinning of thickness.
Donkey Boiler examined out and inside and found to be 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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

The Machinery of this vessel so far as has been seen is in good condition and in my opinion eligible to remain as classed with fresh record of B.S. 11.98

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

Fees applied for

Survey Fee (per Section 28) £ 1 : 10 : 3

Special Damage Fee (per Section 28) £ : : -

Travelling Expenses (if chargeable) £ 1 : 7 : -

Received by me,

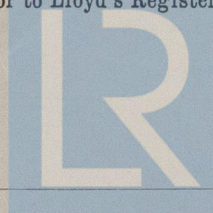
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

Assigned

FRI. 2 DEC 1898



Lloyd's Register Foundation

LON717-0067

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

*Certificate to be sent to

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 for
THE RECORD. 13.8. 11.98

A.C.H.

1.12.98.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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