

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

WED. 14 DEC 1898

(Received at London Office)

Date of writing Report 13 Dec 1898 When handed in at Local Office 18 Port of London

No. in Reg. Book 339 Survey held at London Date, First Survey 7 Dec Last Survey 8 Dec 1898

on the Machinery of the Wood, Iron or Steel S. S. Vineloe Master F. B. Biskitt

Tonnage { Gross 894 Net 550 Vessel built at Liverpool By whom Boulton & Watt When 1870 Boilers, when made (Main) 1891 (Donkey) 1888

Registered Horse Power 98 Engines made at Liverpool When 1870 Boilers, when made (Main) 1891 (Donkey) 1888

No. of Main Boilers 2 Owners London & Rotterdam S.S. Co. Ltd Port London Voyage Rotterdam

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Union (State name of Dock.)

Steam Pressure in Main Boilers 80 lbs in Donkey Boilers 70 lbs

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

CHARACTER.	Year Assigned now	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey. Date of last Survey and of Periodical Surveys.		
<u>+ A1 * 1.2.98</u>		<u>+ NB 2.91</u>
<u>6th Survey Oct 5.96</u>		<u>MSS 97 BS 6.98</u>
		<u>NDB 88</u>

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

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

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

Vessel placed in dry dock. Examined propeller, stern bush, & all sea connection fastenings & found them satisfactory.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel
(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.)

so far as seen, is now in a safe working condition & eligible in my opinion, to remain as classed.

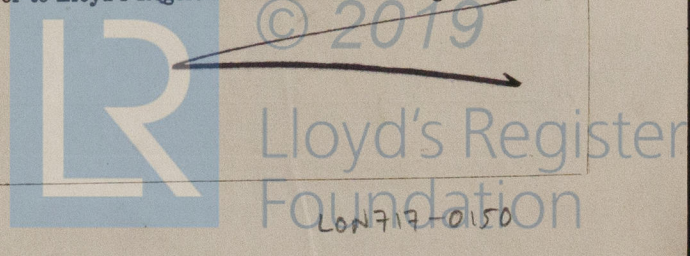
Office or Registration Fee (per Sec. 27).....	£	:	Fees applied for
Survey Fee per Section 28).....	£	:	18
Special Damage Fee (per Section 28).....	£	:	
Travelling Expenses (if chargeable).....	£	:	Received by me, 18

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

State if Certificate is required

Committee's Minute TUES. 20 DEC 1898

Assigned As now



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

A.C.A.

17.12.98

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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