

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

(Received at London Office

FRI. 23 DEC 1893

Date of writing Report *Dec 22nd 98* When handed in at Local Office *is* *Port of London*
 No. in Reg. Book *553* Survey held at *London* Date, First Survey *Dec 15* Last Survey *Dec 21st 1898*
 on the Machinery of the *Wood, Iron or Steel* *P.L. Anglian* Master *J. Jones*
 Tonnage { Gross *3532* Net *3613* Vessel built at *98s.* By whom *A. Stephen Har.* When *1896* Boilers, when made (Main) *1896* (Donkey) *1896*
 Registered Horse Power *600* Engines made at *W. Wilson & Co. London* Owners *Wilson & Co. London* Port *D. Appl.* Voyage *Briza*
 No. of Main Boilers *3* No. of Donkey Boilers *1* Steam Pressure—*180 lb.* If Surveyed *Afloat or in Dry Dock* *James L. A. Dry Dock*
 in Main Boilers *80 lb.* in Donkey Boilers *80 lb.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *Port* *Donkey*
 Particulars of Examination and Repairs (if any) *Donkey*

(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?

Examined propeller, propeller shaft, Stem tube, Stem bush & Fastenings.
Repairs due to wear Stem. Stem tube & bush complete, Propeller renewed

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now*

(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, 100 lb., F.D., &c.)

as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

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

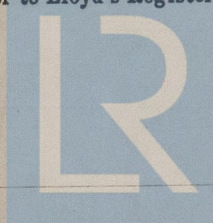
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

Assigned

WED. 28 DEC 1893



Lloyd's Register Foundation

LON 717-0176

Screw shaft examined, Stern
bush & fastenings

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.

Repairs due to wear & tear, Stern-
tube & bush complete, & propeller
renewed.

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

A.C.H.

27.12.98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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