

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

(Received at London Office.

WED, 25 JAN 1899

Date of writing Report 23 Jan 99 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 603 Survey held at London Date, First Survey 18 Jan Last Survey 21 Jan 1899  
 on the Machinery of the Wood, Iron or Steel S. S. China Master Twetenigen  
 Tonnage { Gross 1731 Vessel built at Newcastle By whom Wigham Richardson & Co When 1869-5  
 Net 1100 Engines made at Hull When 1891 Boilers, when made (Main) 1891 (Donkey) 1891  
 Registered Horse Power 203 Owners Bailey & Latham Port Hull Voyage Hague  
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Union  
 No. of Donkey Boilers 1 (State name of Dock.)  
 Steam Pressure in Main Boilers 160 lbs  
 in Donkey Boilers 60 lbs

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

| CHARACTER.<br>* for Special Survey.<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>Assigned<br>expired. | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any). |
|------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------------------------------------|
| + <u>B1-9.96</u>                                                                         |                               | + <u>NB 5.91</u>                                                     |
| <u>SS. 2nd 9.93-6.95</u>                                                                 |                               | <u>Lm.C. 2.93</u>                                                    |
|                                                                                          |                               | <u>BS. 4.98</u>                                                      |
|                                                                                          |                               | <u>NAB 91</u>                                                        |

Last Survey No. PortParticulars of Examination and Repairs (if any) Lm.C.

(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? NoDo. " Donkey " " " NoIf this was not done, state for what reasons? Not due for surveyAnd 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? NoTo what pressure were they afterwards adjusted under steam? Not adjustedDid the Surveyor examine the Safety Valves of Donkey Boiler? NoTo what pressure were they afterwards adjusted under steam? "Has the propeller shaft been drawn and examined at this time? YesIf spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stem Bush rewoodedIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To be completed on vessel's

return from present voyage in about 3 or 4 weeks.  
 Vessel placed in dry dock. Examined propeller, Stem Bush (rewooded), propeller shaft (drawn), & all sea connections and fastenings. A new plug fitted to S main blow down cock.  
 Examined crank & Thrust shafting, HP, MP & LP cylinders & pistons, HP & MP valves & faces, Air, circulating, feed & Bilge pumps & Bilge Injection valve & found same satisfactory.

To complete survey:- LP valve & face, condenser and Tunnel shafting to be examined.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, so

(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. (D., &c.)

far as a en, is now in a safe working condition & eligible in my opinion to have Lm.C. BS 4.98 MS 1.99 Recorded in the Register of the Society, when the survey has been completed as above.

Office or Registration Fee (per Sec. 27) £ 3 0 0  
 Survey Fee (per Section 28) £ 3 0 0  
 Special Damage Fee (per Section 28) £ 2 14 0  
 Travelling Expenses (if chargeable) £ 2 14 0

Fees applied for

26/1 18 99

Received by me,

27/1 18 99

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



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State if Certificate is required

Committee's Minute

Assigned

FRI. 27 JAN 1899

FRI. 10 MAR 1899



S.S. No 1 to be completed on vessels return  
from present voyage 3-4 weeks.

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.

Screw shaft, propeller + fastenings  
now examined.

Part engine examined

It is submitted that this  
vessel WILL BE eligible for  
the record. P.M.C. No. 1-99 when  
the L.P. Valve + face Condenser  
and Tunnel Shafting have  
been examined.

A.C.H.

26.1.99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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