

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

(Received at London Office. WED, 25 JAN 1899)

Date of writing Report 23 Jan 1899 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 L. W. Fenigen

Tonnage { Gross 1731 Net 1100 Vessel built at Newcastle By whom Wigham Richardson & Co When 1869-5
Registered Horse Power 203 Engines at Hull When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers 2 Owners Bailey & Latham Port Hull Voyage Algeria
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Union (State name of Dock.)

Steam Pressure— in Main Boilers 160 lbs in Donkey Boilers 60 lbs

Last Survey No. _____ Port _____
Particulars of Examination and Repairs (if any) See

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ B11-9.96		+ NB 5.91 LmC 2.93
SS. 2 nd 203-6.95		BS 4.98 NB 91

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 due 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? Yes 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? Stem Bush rewooded

If 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.

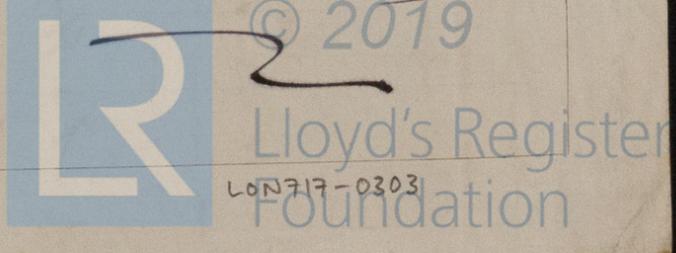
General Observations, Opinion, and Recommendation: The Machinery of this vessel, so far as a en, is now in a safe working condition & eligible in my opinion to have Lm.C. BS 4.98 MS 1.99 Recorded in the Register of the Society, when the survey has been completed as above.

Office or Registration Fee (per Sec. 27)..... £	Fees applied for	26/1 18 99
Survey Fee (per Section 28)..... £ 3 0 0		
Special Damage Fee (per Section 28)..... £ 2 14 0	Received by me,	27/1 18 99
Travelling Expenses (if chargeable)..... £		

State if Certificate is required _____
Committee's Minute _____
Assigned _____

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

FRI. 27 JAN 1899 FRI. 10 MAR 1899



If so, is the Report to be sent to the Registrar of Shipping and Machinery precisely as in the Register Book.

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 S.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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Foundation