

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

(Received at London Office

FRI. 3 FEB 1899

Date of writing Report *Feb. 2nd 99* When handed in at Local Office *London* is Port of *London*
 No. in Reg. Book *6* Survey held at *London* Date, First Survey *Dec. 9. 98* Last Survey *Feb. 2nd 1899*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Duke of Life"* Master *Mr. [illegible]*
 Tonnage { Gross *3720* Net *2485* Vessel built at *New York* By whom *Swan Hunter* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*
 Registered Horse Power *429* Engines made at *London* Owners *(J. B. Westray & Co)* Port *98* Voyage *Brisbane*
 No. of Main Boilers *3* If Surveyed Afloat or in Dry Dock *S.A.S. & Green's Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 No. of Donkey Boilers *1* Steam Pressure—*160 lb* in Main Boilers *65 lb* in Donkey Boilers

Last Survey No. *S.P. No. 3* Port *London*
 Particulars of Examination and Repairs (if any) *S.P. No. 3*

Periodical Surveys, when held, must be reported in detail and verbatim 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 Main & Donkey Boilers internally & externally & Safety valves. Repairs. All furnaces of Main Boilers set up fair & nice screwed flaps renewed. On account of generally condition of Donkey Boiler shell the pressure has now been reduced to 65 lb.

Safety valves adjusted as above.

Cylinders Pistons Slide & Piston Valves Pumps and the Condenser examined. Tail Shaft & Prop renewed. The Crank, Piston and Journal Shafting examined throughout.

Propeller Stern bush and Sea connections examined.

Repairs: All Crosshead guide blocks renewed. New metal put in Crank-pin brasses.

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, 97, B.&H.S. 9, 97 or L.M.C. 9, 97, 140 lb. &c.)

The Machinery of this vessel is in good order and in our opinion eligible to remain as classed with fresh record of + L.M.C. 1. 99. and Pressure of Donkey Boilers be noted.

Office or Registration Fee (per Sec. 27)..... 2

Survey Fee per Section 28)..... 5-10

Special Damage Fee (per Section 29)..... 4-19

Travelling Expenses (if chargeable).....

Fees applied for

4/2 18 99

Received by me,

16-3 18 99

State if Certificate is required

Committee's Minute

Assigned

TUES. 7 FEB 1899

Wm Salmon & D. Ritchie
 Engineer Surveyors to Lloyd's Register of British and Foreign Shipping.



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

*Certificate to be sent to

LON 717-0339

Screw shaft examined, now renewed.
Main + Donkey Boilers examined

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.

All furnaces set up fair and
Screw shafts renewed in
Main Boilers, on account of
general Corrosion of Donkey
Boiler the pressure has
been reduced.
Engine examined.

It is submitted that
this vessel is eligible for
THE RECORD. * S.M.B. 1.99

D.B. pressure to be
noted. 65 lbs

A.B.H.

4.2.99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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