

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

(Received at London Office TUES. 14 FEB 1899)

Date of writing Report *Feb. 13* 18*99* When handed in at Local Office *London* 18 *99* Port of *London*
No. in Reg. Book *926* Survey held at *London* Date First Survey *Jan 27* Last Survey *Feb 9* 18*99*
on the Machinery of the Wood, Iron or Steel *P. P. Moravian* Master *W. J. P. J.*
Tonnage { Gross *4573* Net *2908* Vessel built at *Gls.* By whom *Napier & Co.* When *1899* Boilers, when made (Main) *1899* (Donkey) *1899*
Registered Horse Power *643* Engines made at *Bo.* Owners *G. Thompson & Co.* Port *Aberdeen* Voyage *Australia*
No. of Main Boilers *2* No. of Donkey Boilers *1* Steam Pressure—*200* If Surveyed Afloat *at Dry Dock* *R. Albert Dock*
in Main Boilers *200* in Donkey Boilers *90* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *16720* Port *London*
Particulars of Examination and Repairs (if any) *Repairs.*
(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.)

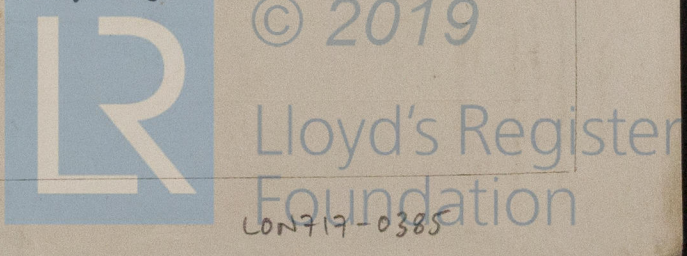
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " " " " "
If this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal 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?

Completed
The valve door of the forward circulating pump, which was reported defective by the Glasgow Surveyors has now been renewed, and the I.P. piston rod which became heated & slightly bent during the trial run has now been fixed up in the lathe.

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now 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 £ : : 18
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, *P. P. Moravian*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required
Committee's Minute *FRI. 17 FEB 1899*
Assigned *as now*



Repairs, Circulating pump door
Reported defective by Glasgow Surveyors
The valve door in forward
Circulating pump, now renewed
I. P. piston Rod found in latter

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.

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

A.C.H.

14-2-99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation