

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

SAT. 25 FEB 1899

(Received at London Office)

Date of writing Report Feb. 24th 1899 When handed in at Local Office

18 Port of London

No. in Reg. Book. 26 Survey held at Tilbury

Date, First Survey and

Last Survey Feb. 23rd 1899

(No. of Visits one)

Master Cannon

Tonnage Gross 8849 Net 4384

Vessel built at Hpl.

By whom Furness, Withy & Co.

When 1898. 1.

Registered Horse Power 763

Engines made at Hpl.

When 1898

Boilers, when made (Main) 1898 (Donkey)

No. of Main Boilers 4

Owners Atlantic Transport Co. Ltd.

Port W. Hpl.

Voyage New York

No. of Donkey Boilers 0

Steam Pressure in Main Boilers 190lb

If Surveyed Afloat or in Dry Dock

Tilbury Dry Dock

(State name of Dock.)

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

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).
H 100 R. 1. 12. 98		L.M.C. 1. 98

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

(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, stern bush, & sea connections fastenings, found same to be all in good condition.

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

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

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,
				18

*State if Certificate is required

Committee's Minute

Assigned

TUES. 7 MAR 1899

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



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*Certificate to be sent to

SE40-FILEN07

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

A.C.A.

6. 3. 99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation