

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

WED, 22 MAR 1899

(Received at London Office)

Date of writing Report March 21st 1899 When handed in at Local Office 18 Port of London

No. in Reg. Book 529 Survey held at London Date, First Survey 17 Mar Last Survey March 21st 1899

on the Machinery of the Wood, Iron or Steel S.S. Greenbriar Master Martin

Tonnage { Gross 2875 Net 1819 Vessel built at Apl. By whom Jones, Bkly St. Ln When 1893 MONTH 12

Registered Horse Power 412 Engines made at So. When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

No. of Main Boilers 2 Owners Chesapeake Ohio. S.S. Co. Ln Port Apl. Voyage Newport News

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock A.A. Dry Dock

Steam Pressure in Main Boilers 160 lb (State name of Dock.)

in Donkey Boilers 80 lb

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 Allowed to elapse	Machinery and Boiler Surveys (including date of N.B., if any)
<u>H 100 A. 1-9-98</u>		<u>H L.M.C. 8.97</u>
<u>S.S. Lowry. 98.</u>		

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Survey not due

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? ✓

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? Bush rewooded.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.

Examined propeller, screw shaft, stern bush & fastenings
Repairs now done. One blade & two studs of propeller renewed & stern bush rewooded.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition and in my opinion the vessel is eligible to remain as classed.

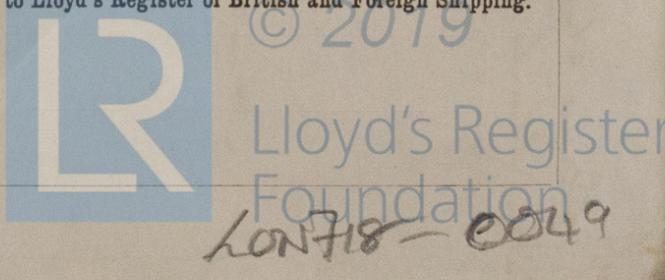
Office or Registration Fee (per Sec. 27)..... £ : :	Fees applied for
Survey Fee per Section 28)..... £ : ✓	18
Special Damage Fee (per Section 28)..... £ : ✓	
Travelling Expenses (if chargeable)..... £ : :	Received by me,
	18

State if Certificate is required

Committee's Minute THUR, 30 MAR 1899

Assigned [Signature]

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



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?
 (The Surveyor's name is repeated not to write on or below the space for Certificate's Minute.)
 5,000-18/10/88-Dynamometer line

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

Screw shaft examined
One blade and two studs
on propeller renewed.

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.A.

29.3.99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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