

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

(Received at London Office

WED. 29 MAR 1899

Date of writing Report *22 March 1899* When handed in at Local Office *24 March 1899* Part of *London*
 No. in Reg. Book *242* Survey held at *London* Date, First Survey *23 Feb* Last Survey *15 March 1899*
on the Machinery of the Wood, Iron or Steel *S. S. Mari King* Master *Spiske*
 Tonnage { Gross *3807* Net *2476* Vessel built at *Amsterdam* By whom *W. D. J. van der Meer* When *1890*
 Registered Horse Power *390* Engines made at *London* When *90* Boilers, when made (Main) *90* (Donkey) *90*
 No. of Main Boilers *2* Owners *Federal S. & Co. Ltd* Port *London* Voyage *Sydney & S. S.*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in W. I. Dock*
 Steam Pressure in Main Boilers *160 lbs* in Donkey Boilers *60* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *60695* Port *London*
 Particulars of Examination and Repairs (if any) *B. S. Limit*

(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 how expired.	Machinery and Boiler Surveys (including date of N.B. if any).
<i>+100 A1-5-98</i> <i>Spark</i> <i>55 Lm 2-98</i>		<i>+2m</i> <i>9-97</i>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes.*

Do. " Donkey " " " *yes.*

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? *160 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? *60*

Has the propeller shaft been drawn and examined at this time? *No* 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 *Complete.*

Done done: - Main Boilers examined throughout - Found same to be generally in good order except in way of mid combi chamber side plating and back late plates at riveted seams where the rivets and seams were shaken and leaky. also found fourteen screwed stays to be weakened to some extent by corrosion.

Repairs: - The above seams have been re-riveted and Caulked and the above screwed stays renewed.

Donkey Boiler examined same is generally in fair order but several of its tubes found to be leaky.

Repair: - All leaky tubes in Donkey Boiler expanded and made efficient.

A new Thrust Shaft has now been fitted in place in this vessel. Please see Forging Report attached herewith.

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.&M.S. 9,97 or L.M.C. 9,97, 140-15, F.D., &c.)

The Machinery of this vessel so far as I have seen is in good order and in my opinion eligible to remain is classed with fresh record of B.S.-3-99 and her name renewed from India List.

or Registration Fee (per Sec. 27) £ *2*
 Fee per Section 28 *£100* £ *2*
 Special Damage Fee (per Section 28) £ *1 16 0*
 Travelling Expenses (if chargeable) £ *5 4*

Fees applied for *29/3 18 99*
 Received by me, *5/4 18 99*

State if Certificate is required

Committee's Minute

Assigned

THUR. 30 MAR 1899

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



Lloyd's Register
 Foundation

Low 718-0052

Main & Tank Boilers examined
Slight repairs now done to both.
A new thrust shaft now fitted

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 for
THE RECORD. B.S. 3.99

A.C.H.

29.3.99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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