

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

(Received at London Office **WED. 29 MAR 1899**)

Date of writing Report March 26, 1899 When handed in at Local Office is Port of London

No. in Reg. Book 43 Survey held at London Date, First Survey March 16 Last Survey March 17, 1899
Master Clark

Tonnage { Gross 2370 Net 1673 Vessel built at India By whom J. Laing When 1893 Boilers, when made (Main) 1893 (Donkey) 1893
Registered Horse Power 248 Engines made at India Owners Bullard, Knight & Co. Port London Voyage Natal
No. of Main Boilers 2 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Past India &c (State name of Dock.)
Steam Pressure in Main Boilers 160 lbs in Donkey Boilers 80 lbs

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).
<u>H. 100 A. 1. 7. 97.</u>		<u>H. L. M. C. 1. 98.</u>

Last Survey No. Port 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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Survey in progress.

And what parts of the Boilers could not be thus thoroughly examined? No

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? No

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? 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? Completed.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?
A new intermediate crank shaft has now been fitted & the I.P. connecting rod has been fitted & found to be in good condition.

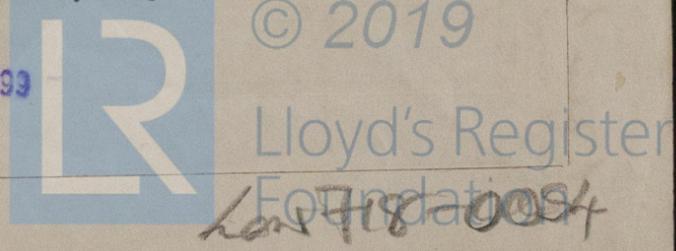
General Observations, Obinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

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

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

THUR, 30 MAR 1899

TUES, 13 JUN 1899



Committee's Minute Assigned As now but without spl. cond.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

*Certificate to be sent to

A new intermediate crank
Shaft now fitted and I.P.
Connecting Rod 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.

It is submitted that
this vessel is eligible to
remain as CLASSED. and
vessel name to be removed
from S. Reason List.
A.C.H.

29.3.99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.