

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

TUES. 18 APR 1899

(Received at London Office)

Date of writing Report 17 April 1899 When handed in at Local Office 17 April 1899 Port of London

No. in Reg. Book 709 Survey held at London Date, First Survey and Last Survey 17 April 1899

709 on the Machinery of the Wood, Iron or Steel S.S. "Aphornation" Master F. J. ...

Tonnage { Gross 2875 Net 1821 Vessel built at H. Hood By whom F. W. ... When 1893 YEAR. MONTH.

Registered Horse Power 412 Engines made at " When '93 Boilers, when made (Main) '93 (Donkey) '93

No. of Main Boilers 2 Owners Chesapeake & Co. S.S. Co. Ltd. Port Woolpool Voyage American Port

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In Millway Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 lb in Donkey Boilers 80

Last Survey No. 60024 Port London

Particulars of Examination and Repairs (if any) Dredging + 100 Al 6.98. 1. u.c. 7.97.

(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? 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? 3/16"

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

not under survey

now done: Propeller Stern-bush and outside fastenings of sea connections examined and found in good order.

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. 9,07, B.&M.S. 9,07 or L.M.C. 9,07, 140 lb, F.D., &c.)

The machinery of this vessel so far as has been seen, is in good order and, in my opinion, eligible to remain as classed without fresh record.

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

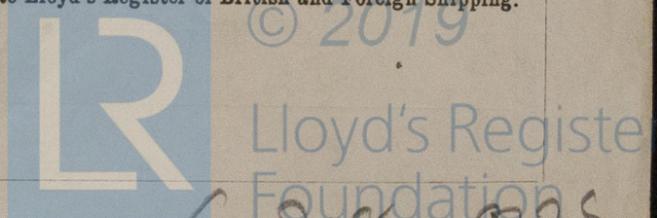
J. Ritchie
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute

FRI. 21 APR 1899

Assigned



Law 718 - 0925

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

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

A.C.A.

20.4.99.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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