

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

(Received at London Office

WED. 10 MAY 1899

Date of writing Report *May 9th 1899* When handed in at Local Office *18* Port of *London*
No. in Reg. Book *288* Survey held at *London* Date, First Survey *Apr 26* Last Survey *May 5th 1899*
on the Machinery of the Wood, Iron or Steel S.P. Elphinstone Master *Arthur*
Tonnage { Gross *1776* Net *1146* Vessel built at *Nwc.* By whom *Tatmors & Co. Lmi.* When *1874* Boilers, when made (Main) *1884* (Donkey) *1884*
Registered Horse Power *157 1/2* Engines made at *So.* Owners *(M. Samuel & Co.)* Port *London* Voyage *Borneo*
No. of Main Boilers *1* No. of Donkey Boilers *1* Steam Pressure in Main Boilers *75 lb.* If Surveyed Afloat or in Dry Dock *S. Victoria & Nelson Dry Dock*
in Donkey Boilers *60 lb.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *288* Port *London*
Particulars of Examination and Repairs (if any) *Repairs.*
(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? *New shaft fitted.*
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 L.P. piston, propeller shaft, propeller, stern bush, and fastenings. and feed & bilge pumps. Repairs now done. Due to Damage. New L.P. piston fitted. Due to wear & tear. New propeller shaft fitted, Dr? bilge pump renewed, after bilge pump plunger renewed & rebrushed, both feed pump plungers skimmed up & new neck & gland bushes fitted.

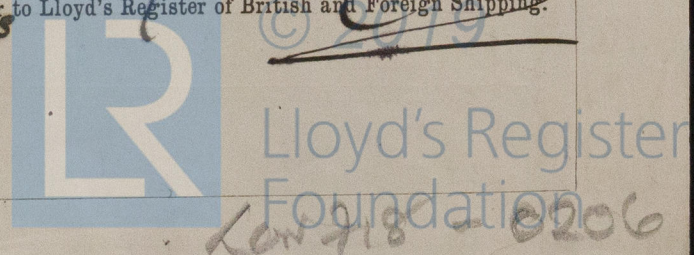
General Observations, Opinion, and Recommendation:— *This vessel's Machinery is*
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the 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.)
now as far as seen in good condition & in our opinion the vessel is eligible for 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

M. Samuel & Co. Engin. Surveyors
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required
Committee's Minute
Assigned *as now.*

FRI. 12 MAY 1899



*Certificate to be sent to

New L.P. Piston fitted, damage
New screw shaft and a few minor
Repairs due to wear and tear now
done.

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

A.C.A.

11.5.99-

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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