

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

Date of writing Report 5 May 18 99 When handed in at Local Office 5 May 18 99 Port of London
No. in Reg. Book. 400 Survey held at London Date, First Survey 1 May Last Survey 2 May 18 99
400 on the Machinery of the Wood, Iron or Steel J. S. Cap. Romano Master
Tonnage { Gross 4690 Vessel built at S. Shields By whom J. Reade & Sons When 893 YEAR. MONTH.
Net 1735 Engines made at London When 93 Boilers, when made (Main) 93 (Donkey) 93
Registered Horse Power 283 Owners E. Bigland & Co Port London Voyage New Orleans
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock In Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
No. of Donkey Boilers 1 State name of Dock. London Dry Dock
Steam Pressure in Main Boilers 160 lb
in Donkey Boilers fu

Last Survey No. Port
Particulars of Examination and Repairs (if any) Damage. J. S. Cap. Romano. 98 + L.M.C. 3. 98
(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? 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? new wood lining.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.
How done for Damage see Copy Damage Report: -
Iron shaft drawn in and examined and found in order.
Propeller examined and found in good & efficient condition all
outside fastenings of sea connections in good condition.
Repairs for Damage: - new wood in stern bush.

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 lb., F.D., &c.)
The machinery of this vessel is in good condition and
in my opinion eligible to remain as now classed
without fresh record.

Office or Registration Fee (per Sec. 27) £ 17.5 18 99
Survey Fee per Section 28) £ 16/7 18 99
Special Damage Fee (per Section 28) £ 2.2
Travelling Expenses (if chargeable) £ 4.
Total £ 11.18.0
Fees applied for
Received by me, E.H.O. 18 99
State if Certificate is required
Committee's Minute FRI. 19 MAY 1899
Assigned as now.

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
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Low 718-0238

Screw shaft 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.*

A.C.H.

17.5.99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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