

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

(Received at London Office

WED. 24 MAY 1899

Date of writing Report *23 May* 1899 When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *93* Survey held at *London* Date, First Survey *12 May* Last Survey *18 May* 1899
 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "Rateliff"* Master *S. S. S. S. S.*
 Tonnage Gross *582* Net *498* Vessel built at *Sunderland* By whom *Short Bros*
 Registered Horse Power *130* Engines made at *Sunderland* When *1892* Boilers, when made (Main) *1892* (Donkey) *1892*
 No. of Main Boilers *one* Owners *London S.S. Co. Ltd. (H.C. Pelly)* Port *London* Voyage *Coasting*
 No. of Donkey Boilers *one* ~~Surveyed~~ *Surveyed* ~~Afloat or in Dry Dock~~ *Union*
 Steam Pressure in Main Boilers *160 lbs* (State name of Dock.)
 in Donkey Boilers *80 lbs*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Damage*

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? *Not due for survey*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? *Not adjusted*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?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *Stem Bush renewed*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*

Damage by striking some object with the propeller. Vessel placed in dry dock. Examined propeller & all fastenings & found satisfactory. The Stem Bush was found badly fractured, it has been renewed. Examined propeller shaft & found it satisfactory. The propeller shaft has been refitted in propeller & the key in same renewed.

HP forehead Eccentric Shafts & IM bottom end bushes have been refilled with Patent metal.

General Observations, Opinion, and Recommendation: *The Machinery of this vessel*

(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, R.S. 9, 97, B. & M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition & eligible, in my opinion, to 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

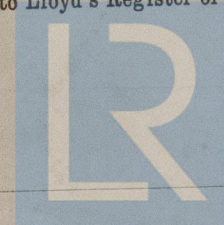
State if Certificate is required

Committee's Minute

Assigned *as now*

FRI. 26 MAY 1899

Thomas R. Blackie
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register
 Foundation

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

*Certificate to be sent to

Damage by striking some object.

Screw shaft examined

Stirrup hook found damaged
now renewed, and
minor repairs now done.
due to damage.

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

A.C.H.

24.5.99.

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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