

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

(Received at London Office **FRI, 2 JUN 1899**)

Date of writing Report June 1st 99 When handed in at Local Office London is 1899 Port of London

No. in Reg. Book 791 Survey held at London Date, First Survey and Last Survey June 1st 1899

on the Machinery of the Wood, Iron or Steel S.S. "Buccaneer" Master Combe

Tonnage Gross 755 Net 450 Vessel built at N.W.C. By whom Wigham Richardson & Co. When 1885 YEAR. MONTH.

Registered Horse Power 171 Engines made at India Rub. Gut. Riv. & Sel. Wagon Co. Ltd When 1885 Boilers, when made (Main) 1885 (Donkey) 1885

No. of Main Boilers 1 Owners India Rub. Gut. Riv. & Sel. Wagon Co. Ltd Port London Voyage Laid up.

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

Steam Pressure in Main Boilers 107 lb. in Donkey Boilers 40 lb.

Last Survey No. 60814 Port London

Particulars of Examination and Repairs (if any) Comp. of S.S. H 100 A 1. 12. 97 away on with H.L.M.C. 12. 97.

(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? See London epk. No. 60814

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? 107 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? 40 lb.

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 vite of stern bush and top of after bearing of screw shaft? ✓

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

Adjusted Main & Donkey Boiler Safety Valves under Steam as above.

General Observations, Obinion, and Recommendation:— This vessel's Boilers are now in good condition & in my opinion the vessel is eligible for the record BS 399 as recommended in the London epk. No. 60814

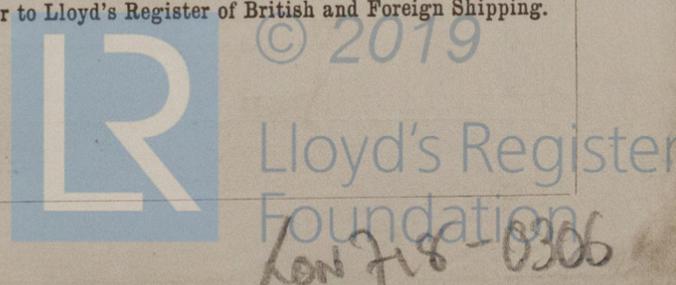
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,
				18

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

State if Certificate is required

Committee's Minute TUES. 6 JUN 1899

Assigned BS 3. 99



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

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 for
THE RECORD. *B.S. 3. 99.*

A.C.H.

2. 6. 99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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