

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

(Received at London Office WED. 7 JUN 1899)

Date of writing Report *5 June 1899* When handed in at Local Office is *London* Port of *London*

No. in Reg. Book. *41* Survey held at *London* Date, First Survey *26 May* Last Survey *31 May 1899*

on the Machinery of the *Wood, Iron or Steel* *S.S. "Jaffa"* Master *J.W. Taylor*

Tonnage { Gross *1594* Net *1025* Vessel built at *Kinghorn* By whom *J. Scott & Co* When *1897* Boilers, when made (Main) *1897* (Donkey) *1897*

Registered Horse Power *251* Engines made at *Kinghorn* Owners *Bailey & Leatham* Port *Stull* Voyage *S. Petersburg*

No. of Main Boilers *2* No. of Donkey Boilers *1* Steam Pressure— in Main Boilers *180 lb* in Donkey Boilers *105 lb* Surveyed Afloat & in Dry Dock *Milwall & Union*

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>*100 A1-199</i>		<i>L.M.C. 6.97</i>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

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

(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? *not due for survey*

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? *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? *no* If spare propeller shaft fitted, state whether new? *✓*

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? *1/8"*

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

*Vessel placed in dry dock. Examined propeller, Stern Bush & all fastenings - Satisfactory.*

*A new HP piston rod with same bottom rings fitted*

*A new HP liner fitted in cylinder.*

General Observations, Opinion, and Recommendation: *The machinery of this vessel, so far as seen, is now in a safe working condition & eligible, in my opinion, to remain as classed.*

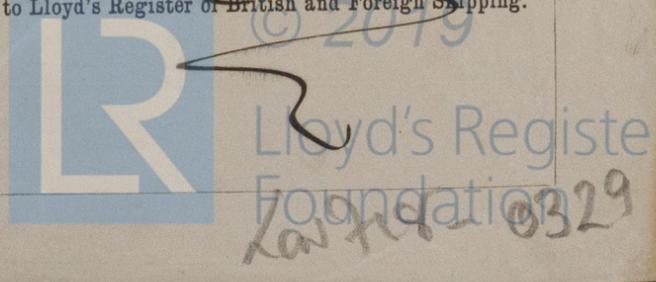
	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee per Section 28				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				18

State if Certificate is required \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Assigned *[Signature]*

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



2451-16 U. 985,000.—Transact. No.

\*Certificate to be sent to

H. P. byl liner renewed & a new H/p  
piston hook fitted

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**.

LLS  
7/6/99

*[Faint handwritten notes and signatures in the main body of the document, including the name 'James' and various illegible entries.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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