

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

(Received at London Office **WED. 28 JUN 1899**)

Date of writing Report June 27, 99. When handed in at Local Office London is 18 Port of London

No. in Reg. Book 578. Survey held at London Date, First Survey 15-6 Last Survey June 24, 1899.

on the Machinery of the Wood, Iron or Steel S.S. Chickahominy Master Jarneaux.

Tonnage { Gross 2875 Net 1821. Vessel built at Hpl. By whom Jarves W. & C. Lin When 1893. 11.

Registered Horse Power 407. Engines made at Hpl. When 1893 Boilers, when made (Main) 1893 (Donkey) 1893.

No. of Main Boilers 2 Owners Chesapeake & Ohio S.S. Co. Ltd Port Hpl. Voyage Newport News.

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

Last Survey No. 100 A. 1. 10. 98 Port H.L.M.C. 1097.

Particulars of Examination and Repairs (if any) Donkey Repairs

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? 3/16" bore Completed.

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? None

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? None

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? None

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? None

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16" bore Completed.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Examined propeller, stern bush, & sea connections fastenings, found same in good condition.

At Owners request examined saddle plates of centre furnaces of Main Boilers; found both saddle plates in star boiler & for. plate in port boiler cracked. Both the for. saddle plates have been cut out & renewed & the cracked part of the after saddle has been cut out & a patch fitted & riveted on.

## General Observations, Opinion, and Recommendation: This vessel's Machinery is

now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

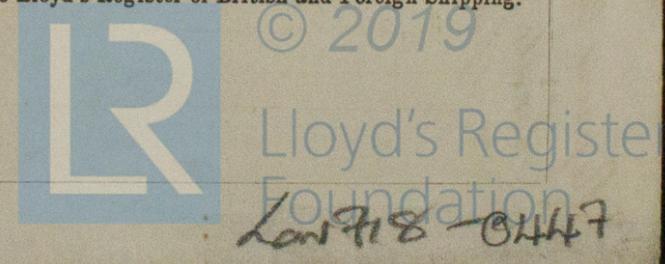
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee per Section 28	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18

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

**FRI. 7 JUL 1899**

Committee's Minute As now

Assigned As now



5,000-1810-36-Transac ins.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

\*Certificate to be sent to

*Repairs to Main Boilers  
Saddle plates & furnaces removed  
& repaired.*

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

*Incld  
4/7/89*

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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