

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

(Received at London Office WED, 5 JUL 1899)

Date of writing Report 4 July 99 When handed in at Local Office 4 July 99 Port of London  
 No. in Reg. Book 1024 Survey held at London Date, First Survey 14 June 1899 Last Survey 28 June 1899  
 on the Machinery of the Wood, Iron or Steel S. J. Spheroid Master Jaylor  
 Tonnage Gross 1409 Net 1268 Vessel built at N. H. pool By whom W. Gray & Co YEAR. MONTH. 1899 12  
 Registered Horse Power 212 Engines made at Scrutton, Leeds & Co. When 9 Boilers, when made (Main) 9 (Donkey) 14  
 No. of Main Boilers 1 Owners Scrutton, Leeds & Co. Port London Voyage W. Indies  
 No. of Donkey Boilers 14 Steam Pressure in Main Boilers 145 lb If Surveyed Afloat or in Dry Dock Afloat in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 14 (State name of Dock.) W. J. Dock

Last Survey No. 1024 Port London  
 Particulars of Examination and Repairs (if any) Repairs. + 10 July 99. + 1. Dec. 1. 96. S. J. Spheroid. 11-96. B.S. 3. 99.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.  
 Do. " Donkey " " " No.  
 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? No To what pressure were they afterwards adjusted under steam? no adj  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? no.  
 Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? ✓

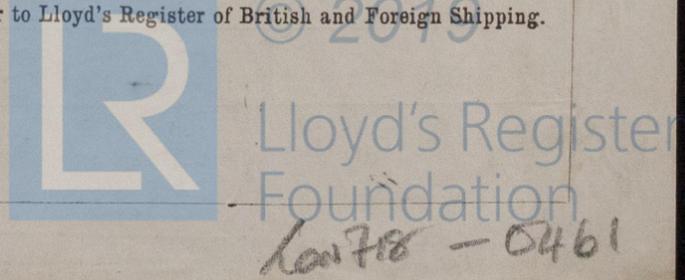
State the distance between lignum vite of stern bush and top of after bearing of screw shaft?  
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.  
Now done: - All three Furnaces of the Main Boiler of this vessel have been renewed on account of slight cracks having developed in these Furnaces since the last voyage.  
The above Furnaces are constructed in "Deighton" design and found to be of the thickness required by the Society's Rules.

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, &c.)  
The Machinery of this vessel so far as now seen, is in good order and, in my opinion, eligible to remain as classified without fresh records. But with alteration in Register Book from 3 Furnaces to 2.

	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)..... £ : :	
	Received by me, 18

J. R. White  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required ✓  
 Committee's Minute ✓ **FRI, 7 JUL 1899**  
 Assigned As now



Has a Survey also been held on Ship? 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 to cause it to show through to the other side.

3 Gunwale main Boiler renewed  
on account of slight cracks  
developing

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

c.f. to be recorded in  
5/7/99

*[Faint, illegible handwritten notes in the main body of the page, possibly bleed-through from the reverse side.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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