

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

(Received at London Office SAT. 12 AUG 1899)

Date of writing Report Aug 11<sup>th</sup> 99 is 99 When handed in at Local Office is 18 Port of London

No. in Reg. Book 436 Survey held at London Date, First Survey P.S. Gordon July 28<sup>th</sup> Last Survey Aug 10<sup>th</sup> 1899

on the Machinery of the Wood, Iron & Steel Master Young

Tonnage { Gross 493 Net 311 Vessel built at London By whom J. & A. Green When 1889 YEAR MONTH 2

Registered Horse Power 152 Engines made at do When 1889 Boilers, when made (Main) 1889 (Donkey) -

No. of Main Boilers 2 Owners London County Council Port London Voyage River

No. of Donkey Boilers 0 If Surveyed Afloat or in Dry Dock Swiss Thames at Woolwich

Steam Pressure in Main Boilers 30lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 0

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

Particulars of Examination and Repairs (if any) B.S.

(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? Yes

Do. " Donkey " " " No donkey boiler

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? Yes To what pressure were they afterwards adjusted under steam? 30lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? \_\_\_\_\_

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

Examined Main Boilers internally & externally and safety valves found same all in good condition except bottom manhole doors which were corroded; these have now been renewed.

Safety valves adjusted under steam.

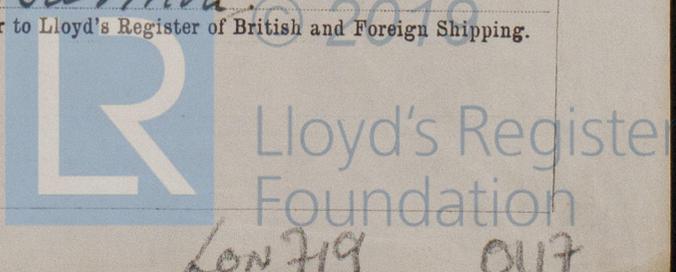
General Observations, Opinion, and Recommendation: — This vessel's Boilers are now in good condition & in my opinion the vessel is eligible for the record B.S. 8-99.

Office or Registration Fee (per Sec. 27)	£	Fees applied for
Survey Fee (per Section 28)	£ 1 10 0	12/8 99
Special Damage Fee (per Section 28)	£ 3 0 0	10/10/99
Travelling Expenses (if chargeable)	£ 1 4 -	Received by me, 10/11 18 99

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

Committee's Minute TUES. 15 AUG 1899

Assigned B.S. 8 99



Lon 719 017

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.

\*Certificates to be sent to

Main Boiler bottom Manhole doors  
now renewed.

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.

It is submitted that  
this vessel is eligible for  
THE RECORD. 13. 1. 8. 99.

6msd  
12/8/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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