

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

(Received at London Office. WED. 23 AUG 1899.)

Date of writing Report 23 Aug 99 When handed in at Local Office 18 Port of London
 No. in Reg. Book 780 Survey held at London Date, First Survey 26 July Last Survey 22 Aug 1899
 on the Machinery of the Wood, Iron or Steel City of London Master J. Berry
 Tonnage { Gross 351 Net 182 Vessel built at Newcastle By whom William Davis & Co When 1891 - 12
 Registered 50 Engines made at Newcastle When 1891 Boilers, when made (Main) 1891 (Donkey) 1891
 No. of Main Boilers one Owners D. B. Thomas & Sons Port London Voyage Runnel
 No. of Donkey Boilers one Surveyed Afloat or in Dry Dock Union
 Steam Pressure in Main Boilers 160 lb (State name of Dock.)
 in Donkey Boilers 80 lb

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned for survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>*100 A1 - 9.98</u>		<u>+ L.M.C. 8.95 -</u> <u>B.S. 2.98.</u>
<u>89. Lm 891 - 95</u>		

Last Survey No. PortParticulars of Examination and Repairs (if any) B.S. & part L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially 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? YesDo. " Donkey " " " YesIf 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? YesTo what pressure were they afterwards adjusted under steam? How 160 lbDid the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted under steam? How 75 lbHas the propeller shaft been drawn and examined at this time? YesIf spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stem Bush removedIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? B.S. to be completed when done

Vessel Placed in Dry Dock. Examined propeller, propeller shaft (drawn & tried in lathe), Stem Bush (removed), & all sea connections & fastenings & found satisfactory.

Examined Main Boiler externally & internally & found it in fair condition. The three (3) bottom rows of screw stays & Comb Chamber backs (both boxes) corroded - now renewed. The row of screw stays P.C.C. side & two (2) rows to S.C.C. side corroded - now renewed. Several rivets to front seam of shell, at bottom, badly corroded, now removed & bolts turned & fitted put in place of same.

Examined Donkey Boiler externally & internally & found it in fair condition. Safety valves (Main & Donkey) examined & satisfactory.

Examined Main & Donkey Boilers under steam & adjusted safety valves & blow at working pressures.

Examined crank, sunken, & thrust shafting & found satisfactory.

All shafting relined throughout.

General Observations, Opinion, and Recommendation: The machinery of this vessel,

(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.&F.S. 9.97 or L.M.C. 9.97, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition & eligible, in our opinion, to have B.S. 8.99 Recorded in the Register of the Society and L.M.C. with date when the same has been completed.

Office or Registration Fee (per Sec. 27) 2
 Survey Fee (per Section 28) 21 10 0
 Special Damage Fee (per Section 28) 3 0
 Travelling Expenses (if chargeable) 1 7 0

Fees applied for 24/8 1899
 Received by me, 28/8 1899
Lat 28

Joseph Blackie & Mrs. Salmon.
 Engineer Surveyors to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 25 AUG 1899FRI. 28 SEP 1900Assigned B.S. 8.99

Lloyd's Register
 Foundation

Lon 719 - 0172

Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificate to be sent to

S.S. No 2 due 12-99 to be completed when due

Screw shaft. Examined stem bush rounded

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.

Slight repair to main boiler
Exhaust funnel & thrust shafting examined
Levers & piston rods 2nd

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 8-99 and
will be eligible for the record
of + L.M. to 8-99 where
the Repairs Piston Rods & Levers
& Pump have been
examined

EMBD
24/8/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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