

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

(Received at London Office)

MON 11 SEP 1899

Date of writing Report *9 Sept 99* 18 *99* When handed in at Local Office *9 Sept 99* 18 *99* Port of *London*

No. in Reg. Book *782* Survey held at *London* Date, First Survey *June* Last Survey *6 Sept 1899*

on the Machinery of the Wood, Iron or Steel *in Brass* Master *James Davies*

Tonnage { Gross *376* Net *229* Vessel built at *W. bus* By whom *A. Briggs & Son* When *1885-7*

Registered Horse Power *54* Engines made at *"* When *85* Boilers, when made (Main) *85* (Donkey) *85*

No. of Main Boilers *1* Ownery *L. F. Carey* Port *London* Voyage *Smirkink*

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

Steam Pressure in Main Boilers *180 lb* in Donkey Boilers *65*

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Damage + 100 A. 9.98. + L.U.C. 9.97*

S.S. 103 9.97 B.S. 9.98

(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? *yes.*

Do. " Donkey " " " *yes.*

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? *Flow 60 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.* To what pressure were they afterwards adjusted under steam? *Flow 64 lbs*

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? *1/16*

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

Work done on account of Damage by the Ford Door of the Condenser breaking in the 4th August 1899: - A new Condenser Door fitted to replace the above.

As ordinary examination and repairs: - Main Boiler examined throughout - the same found to be generally in good order except in way of the front end plate at bottom. Donkey Boiler examined out & inside the Crown Stay found weakened by Corrosion & lower part of Uptake also defective. Tail Shaft drawn in and with all Shafting Propeller Stern-bush & sea connections examined. The Gainers on Tail Shaft found worn & defective. Cylinders Pistons Rides and all Pumps examined.

Repairs: - A new Man-door ring & patch fitted to end plate of Main Boiler. New Crown Stays fitted to Donkey Boiler & its Uptake repaired. New Gainers fitted to Tail Shaft. Main Boiler has now been tested by G.P. to 137 lbs per sq inch. A new after end door also fitted to Condenser.

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, 140 B., F.D., &c.)

The Machinery of this Vessel is in good order and in our opinion eligible to remain as classed with fresh record of B.S. - 9.99.

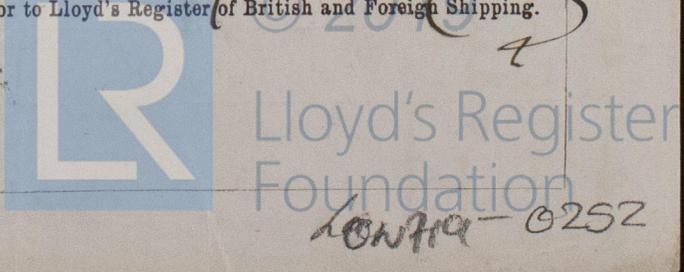
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|---------------------------------------|---|---|----|----------------------------|
| Fee or Registration Fee (per Sec. 27) | £ | : | : | Fees applied for |
| Survey Fee (per Section 28) | £ | 1 | 10 | 11/9 18 98 |
| Special Damage Fee (per Section 28) | £ | : | 3 | |
| Travelling Expenses (if chargeable) | £ | 1 | 7 | Received by me, 15/9 18 99 |

D. Ritchie & Thomas Blackie
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required _____

Committee's Minute *TUES. 12 SEP 1899*

Assigned *B.S. 9.99*



*Certificate to be sent to

Condenser don removed on acc of damage

N.B. - If this Report is copied by Copping 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.

Low-sheft examined & lines renewed
Boiler & Trkys generally examined
& overhauled small repairs
effected on acc of wear & tear.

It is submitted that
this vessel is eligible for
THE RECORD.

B. I. 9. 99

11/19/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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