

TUES, 12 SEP 1899

(Received at London Office)

Last Survey No.	Port	Date of last Survey and of Periodical Surveys.	Year Assigned	Expire	Surveys (including date of N.B., if any).
<i>Particulars of Examination and Repairs (if any)</i>	<i>Dredging.</i>	<i>L.N.E.S. 99</i>			<i>L.N.E. 12.98</i>
(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.)					
		<i>S.L. Lou. No 2.98</i>			

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time _____

Do. " Donkey " " " " " _____

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? _____ To what pressure were they afterwards adjusted under steam? _____

Did the Surveyor examine the Safety Valves of Donkey Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

Has the propeller shaft been drawn and examined at this time? *220* _____ 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? *1/4* _____

Propeller Stern-brush and outside footings of
Sea Connections examined and found in good
Condition.

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 $\frac{1}{2}$ L.M.C. 9,97, 100 lb., &c.)

The Machinery of this Vessel as now seen is in good order and, in my opinion, eligible to remain as classed without fresh record.

Fee 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

D. McIntyre
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

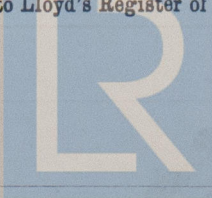
State of Certificate is required ☒

Committee's Minute **TUES. 19 SEP 1839**

Assigned *As not*

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

Wanted to go to the bank to



Lloyd's Register
Foundation
Lon 719 - 0271

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 to
remain as CLASSED.*

*6m35
15/9/99*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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