

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

(Received at London Office **THURS. 19 SEP. 1899**)

Date of writing Report 16<sup>th</sup> Sept 99 When handed in at Local Office 18<sup>th</sup> Sept 99 Port of LONDON  
 in London Survey held at London Date, First Survey 6 Sept 98 Last Survey 15 Sept 1899  
 on the Machinery of the Wood, Iron or Steel S. J. Sargass Master Hammond  
 Gross 1444 Vessel built at Glasgow By whom D. G. Thomson When 1883 5  
 Net 927 Engines made at " When '84 (Donkey) '96  
 Registered 164 Owners Scrutton, Sons & Co Port London Voyage 4-India  
 of Main Boilers 1 of Donkey Boilers 1  
 Steam Pressure 90 lb of Surveyed Afloat or in Dry Dock In 4-1. Dry Dock  
 Main Boilers 100 Donkey Boilers 100

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 CHARACTERS:  for Special Survey,  for Periodical Surveys.  
 Date of last Survey and of Periodical Surveys: 12.95 13.5 3.99  
 Years since last survey: 12.95 13.5 3.99  
 Machinery and Boiler Surveys (including date of N.B., if any): 12.95 13.5 3.99

Particulars of Examination and Repairs (if any) Dredging + 100 At 9.98 + L.M.C. 12.95  
 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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? Do.  
 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?  
 Was the propeller shaft 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? New wood.

*W. Miller Surveyor*

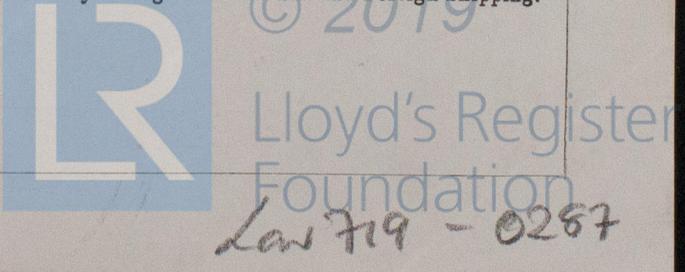
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.  
Now Done:- Tail Shaft drawn in and with Propeller Stern-bush and outside fastenings of Sea Connections examined

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 lb, F.D., &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.

Office 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. Ritchie*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required   
 Committee's Minute as now  
 Assigned as now



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

