

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

(Received at London Office THURS. 19 SEP 1899)

Report of Survey for Repairs, &c., of Engines and Boilers.
 Date of writing Report 16th Sept 1899 When handed in at Local Office 18th Sept 1899 Port of London
 in Book. Survey held at London Date, First Survey 6th Sept Last Survey 15th Sept 1899
 53 on the Machinery of the Wood, Iron or Steel J. T. Sargasso Master Hammond
 (No. of Vents 2)
 Gross 1441 Vessel built at Glasgow By whom J. G. Thomson When 1883 5
 Net 927 Engines made at " When '84 (Donkey) '96
 Registered 164 Owners J. T. Sargasso Port London Voyage 4-India
 of Main Boilers 1
 of Donkey Boilers 1
 Steam Pressure 90 lb
 Main Boilers 100
 Donkey Boilers 100
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

First Survey No. Port

Particulars of Examination and Repairs (if any) Dredging + 100 A 1 9.98 + 2 H.C. 12.95
 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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. " Donkey " " "

Was this not done, state for what reasons?

Did what parts of the Boilers could not be thus thoroughly examined?

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?

Was 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?

New wood.

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done?

Complete.

How 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 H.P., 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

State if Certificate is required

THURS. 26 SEP 1899

Committee's Minute

Assigned as now

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



Lloyd's Register
 Foundation

Law 719 - 0257

Screw shaft examined

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.

Stem Bush rewooded

It is submitted that
this vessel is eligible to
remain as *CLASSED*.

WMD
19/9/99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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