

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

(Received at London Office. **FRI 22 SEP 1899**)

Date of writing Report 21 Sept - 18 99 When handed in at Local Office 21st Sept - 18 99 Port of London

No. in Reg. Book 736 Survey held at London Date, First Survey 6 Sept 18 99 Last Survey 18 Sept 18 99

on the Machinery of the Wood, Iron or Steel S. J. Mid Survey Master Hampden

Tonnage { Gross 879 Net 530 Vessel built at Adams Coy By whom Newcastle When 1870 4

Registered Horse Power 112 Engines made at " When 70 Boilers, when made (Main) 93 (Donkey) -

No. of Main Boilers 1 Owners Harris & Dixon Port London Voyage Underland

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock afloat - 7 in H. J. Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 80 lb in Donkey Boilers 60 lb

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage + 90 A. 1. 2. 99 L. U. C. 9. 99

(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.)

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? yes. If spare propeller shaft fitted, state whether new? new.

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? new wood

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

Involved on account of Damage. Please see copy of Damage Report - attached herewith :-

Sail shaft drawn in and with Propeller Stern-bush & all shafting cylinders and Pumps examined = Damage Repairs done :- new wood in Stern-bush. Propeller faired out with a new Sail shaft fitted in place. A new Inque Piece fitted to L. P. Piston Ring and a new Piston Ring fitted to the H. P. Piston. A new Feet Donkey Pump fitted, all shafting re-set and re-coupled in place.

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, 149, F.D., &c.)

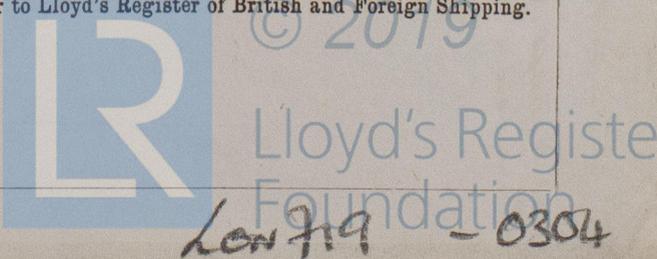
The Machinery of this vessel as now seen is in good order and in my opinion eligible to remain as classed without fresh record.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	22/9 18 99
Special Damage Fee (per Section 28)	£	3	3	
Travelling Expenses (if chargeable)	£	2	17	
Total				Received by me, 5/10 18 99

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

Committee's Minute **TUES 26 SEP 1899**

Assigned As now



If so, is the Report sent now, or when will it be sent?

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

Damage due to propeller striking
Screw shaft fractured now renewed
Stem bush renewed & slight
repairs to machinery effected

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.

WMBD.
22/9/99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation