

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

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 ? If spare propeller shaft fitted, state whether new ?

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

Have any arrangements been made for its completion and what remains to be done ?

Not under Survey.
yes.
new.
new wood
Complete.

How done 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 how done:- New wood in Stern-bush. Propeller fair'd and With a new Sail Shaft fitted in place. A new Inguet Piece fitted to L. P. Packing Ring and a new Packing Ring fitted to the H. P. Piston. A new Feet Duckey 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 $\frac{1}{2}$ L.M.C. 9,97, 140 H., 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)..... £ : : 22/9 18 99
Survey Fee (per Section 28)..... £ : :
Special Damage Fee (per Section 28)..... £ 3 : 3 :
Travelling Expenses (if chargeable)..... £ 6 :
State of Certificate is required £ 2 : 17 : -
Committee's Minute TUES. 26 SEP. 1939
Assigned As now

Fees applied for
Received by me,
5/10 18 99
S.A. 7

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

Lloyd's Register

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

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Foundation
LON 719 - 0304

Damage due to propeller striking
Screw shaft fractured now running
Stem bush rewooded & 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**.

FMBD.
22/9/99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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