

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

(Received at London Office TUES. 7 NOV 1899)

Date of writing Report *11 Nov 1899* When handed in at Local Office *6 Nov 1899* Port of *London*
 No. in Reg. Book *199* Survey held at *London* Date, First Survey *23 Oct 1899* Last Survey *1 Nov 1899*
 on the Machinery of the *Wood, Iron or Steel* *T. S. Friessander* Master *Neubauer*
 Gross Tonnage *275.5* Net *179.2* Vessel built at *M. Bros.* By whom *R. Dixon & Co* When *1892*
 Registered Horse Power *283* Engines made at *H. Hoole* When *92* Boilers, when made (Main) *92* (Donkey) *92*
 No. of Main Boilers *2* Owners *Buchanan Bros.* Port *London* Voyage *Natal*
 No. of Donkey Boilers *2*
 Steam Pressure in Main Boilers *160 lbs* If Surveyed Afloat or in Dry Dock *float in D. Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *90*

Last Survey No. *30018* Port *London*Particulars of Examination and Repairs (if any) *B.S.*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 summarized 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? *yes.*

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? *yes.*To what pressure were they afterwards adjusted under steam? *160 lbs.*Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.*To what pressure were they afterwards adjusted under steam? *75*Has the propeller shaft been drawn and examined at this time? *no*

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?

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

How done: - Main Boilers examined throughout and found to be generally in good order. Donkey Boilers examined out and inside. The Firebox Plating found to be slightly weakened by corrosion and local weaknesses found in shells. Test-holes drilled in these parts show satisfactory thickness.

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 R.M.C. 9, 97, &c.)

The Machinery of this vessel as now seen is in good order and in my opinion eligible to remain as Classed with fresh record of B.S. 11.99.

Office or Registration Fee (per Sec. 97) *2*
 Survey Fee (per Section 98) *2.10*
 Special Damage Fee (per Section 98) *5*
 Travelling Expenses (if chargeable) *2.5*

Fees applied for *7/11 1899*
 Received by me, *6.12 1899*

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

Committee's Minute

Assigned

FRI. 10 NOV 1899

FRI. 17 AUG 1900

TUES. 29 JAN 1901

Lloyd's Register

Foundation

LON 719 - 0491

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 11,99

C.M.
7/11/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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