

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

(Received at London Office

THUR. 14 DEC 1899

Date of writing Report *Dec 13th 1899*. When handed in at Local Office *18* Port of *London*.
 No. in Reg. Bk. *616*. Survey held at *London*. Date, First Survey *Dec 1st 1899*. Last Survey *Dec 12th 1899*.
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Boltonian"*. Master *Jode*.
 Tonnage { Gross *4668* Vessel built at *Belfast*. By whom *Harland & Wolff*. When *1888* YEAR. MONTH. *8*.
 Net *3030* Engines made at *So.* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*.
 Registered Horse Power *483* Owners *Wilson & Furness Leyland & Co. Ltd.* Port *Liverpool*. Voyage *New York*.
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *N.A. &c.*
 Steam Pressure in Main Boilers *150 lb.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *90 lb.*

Last Survey No. *61369* Port *London*Particulars of Examination and Repairs (if any) *Damage.*

(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 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?

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?

Completed.

Examined Starboard Main Boiler internally and external. Found L.H. the after wing furnaces and Star forward wing furnace badly collapsed.

Repairs due to Damage caused by shortness of water. The above furnaces cut out and three new corrugated furnaces fitted. The Boiler was afterwards tested by hydraulic pressure to 225 lb. was found tight.

General Observations, Opinion, and Recommendation: *This vessel Boilers are now as*

(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.L.M.C. 9, 97, 140 lb., F.D., &c.)

far as seen is good condition & in our opinion the vessel is eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ :

Survey Fee (per Section 28) £ :

Special Damage Fee (per Section 28) £ *2 1/2*.Travelling Expenses (if chargeable) £ *1 18*.

State if Certificate is required

Committee's Minute

Assigned

Fees applied for

16 Dec 1899

Received by me,

*30/12 1899**SAT 2*

Wm Salmon & Robt Zalfours
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register
 Foundation

LON 720-0197

on account of damage:- Cause not
stated.

Three new furnaces fitted in
Starboard main boiler.

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**.

CM.
14.12.99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation