

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

(Received at London Office TUES. 19 DEC 1899)

Date of writing Report 18 Dec 1899 When handed in at Local Office 18 Dec 1899 Port of London  
No. in Reg. Book. Survey held at 92 London Date, First Survey 6 Dec 1899 Last Survey 7 Dec 1899  
893 on the Machinery of the Wood, Iron or Steel S.S. Ardabhan Master  
Tonnage Gross 1179 Net 712 Vessel built at Glasgow By whom H. Murray & Co When 1880 6  
Registered Horse Power 129 Engines made at Glasgow When 80 Boilers, when made (Main) 88 (Donkey) 93  
No. of Main Boilers 1 Owners Gen Steam Navigation Co Port London Voyage Not Fixed  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In Cub In Dry Dock  
Steam Pressure in Main Boilers 100 lb If Surveyed Afloat or in Dry Dock In Cub In Dry Dock  
in Donkey Boilers 80 lb

Last Survey No. Port Dicking  
Particulars of Examination and Repairs (if any) Change of Owners + 100 A 10.99 + 100 E 12.99  
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.  
S.S. Ard 10.12.92  
S.S. The 11.99 + NB 10.98

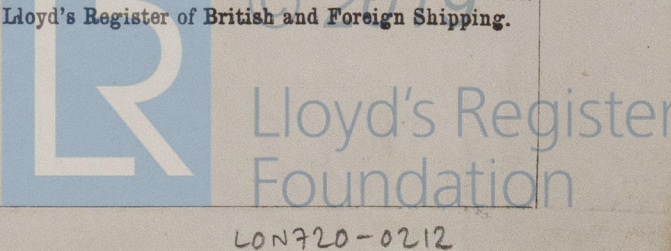
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  
Do. " Donkey " "  
If this was not done, state for what reasons?  
And what parts of the Boilers could not be thus thoroughly examined?  
Also what special means, in the absence of internal 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? 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? 3/16

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.  
None done: Propeller Stern-bush and fastenings of the key connections examined and found satisfactory.  
Note Change of Owners.

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, E.S. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., &c.)  
The Machinery of this vessel as has been seen is in good order and in dry condition capable to remain as classed without fresh record.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
Received by me, 18  
State if Certificate is required

Committee's Minute  
Assigned  
22 DEC 1899  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.





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

BMK  
19/12/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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