

MON. 26 NOV 1906

(Received at London Office)

Last Survey No. _____ Port _____ Particulars of Examination and Repairs (if any) _____ Periodical Surveys, when held, must be reported in detail and <i>seriatim</i> 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.	CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Repairs (including date of N.E., if any).
	+100, A. I. 2842. No. 1-05 10, 05	+L.M.C. 10, 05

in damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? \_\_\_\_\_ also whether any damage report was made, and, if so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

Do.	"	Donkey	"	"	"	<i>as far as possible</i>
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? 170

Did the Surveyor examine the Safety Valves of Donkey Boiler? ..... To what pressure were they afterwards adjusted under steam? *20*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? ..... and of the Donkey Boiler? .....

Did the Surveyor examine all the mountings of the Main Boilers? *Yes* and of the Deck Boilers? *Yes*

Was the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? Yes

late the distance between lignum vite of stern bush and top of after bearing of screw shaft?  $\frac{1}{2}$  inch.

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

Throughout the examination: The results will be as follows:

has been sent out last week.

[illegible]

The engines are found in any form

20. *January, no repairs being necessary beyond bracing a few*

changes and unions of some small copper pipes. See connections

It opened up, cleaned, found food, touched up and replaced. Brain

and donkey tracks opened up and cleared out throughout.

live and water spaces and found in each pool or lake.

the reception of the landing of the ship - 18

...pieces of both man

and are glad to have you at

from those from the first. The plate edges

of number of birds have been caught as usual, but

These pointed out to the Company's local Superintendent that

*General Observations, Opinion, and Recommendation:—*

any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,00, B.& M.S. 9,00, or S.L.M.C. 9,00

the engines and declares of their actual being in good repair.

ation, as described, I recommend that the same be

$\frac{1}{\sqrt{2}}$

**6** or Registration Fee (per Sec. 27)..... £       :       :

Copy Fee (per Section 28) 4105<sup>00</sup> 17/10 19\_\_

Special Damage or Repair Fee (if any) £

*[Signature]*

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

State if Certificate is required

Committee's Minute

Assigned ..... + LMB 1006

WRITTEN. W1574-0086

\_\_\_\_\_



H. L. M. C. 1086

Wm. L. S.  
26. 11. 86

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.

in cases such as this where the rivets are not solid in the holes, and the constant see-saw going on every time in getting up steam and lowering it again that mere light hand caulking is useless, and that it will be necessary sooner or later to renew these rivets, cleaning out the holes some to make a solid job of them, and have the caulking properly forced with good two handed caulking, and exercise great care in raising steam. The steam pressure of the main boiler is now 170 lbs only, instead of 180 lbs., and is said to have been lowered 10 lbs. last year by the Jap. Gov. Surveyors, because the shell plates are too thin according to their rules!! All mountings of main and donkey boilers opened up and found in good order generally, with the exception of the main boiler safety valves and seats, all of which have been renewed on this occasion. The donkey boiler is in good order throughout. The safety valves were then set under steam to 170 and 80 lbs. respectively. The engine, in cylinders, pistons, valves, rods, spindles, motion, crossheads, guides, top and bottom ends, crank, thrust, tunnel and tail shafting and all bearings: propeller and condenser, air, fire, feed, bilge ballast and donkey pumps, sea connections, main and donkey boilers and their mountings, are in good order and condition, agreeably with their requirements.

J. E.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2020

Lloyd's Register  
Foundation