

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

(Received at London Office

SAT. 28 APR 1900

Date of writing Report *27.4.1900* When handed in at Local Office *APR 27 1900* 18 Port of *CARDIFF*  
 No. in Reg. Book. *1222* Survey held at *Cardiff* Date, First Survey *24th April* Last Survey *25th April 1900*  
 on the Machinery of the *Wood* Iron or Steel *S.S. Strathleven* Master  
 Tonnage Gross *2436* Net *1588* Vessel built at *Port Glasgow* By whom *Blackwood & Sons* When *1875-11*  
 Registered *232* Horse Power *2* Engines made at *Glasgow* When *1875* Boilers, when made (Main) *1884* (Donkey) *1884*  
 No. of Main Boilers *2* Owners *(H. Abram)* Port *Glasgow* Voyage  
 No. of Donkey Boilers *54* If Surveyed Afloat or in Dry Dock *Ch. Dock*  
 Steam Pressure in Main Boilers *160* in Donkey Boilers *54*  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *39469* Port *Nov*Particulars of Examination and Repairs (if any) *Boilers &*

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? *Complete.*

*Propeller & fastenings examined in dry dock  
 found in good order.*

*Defective length of tunnel shaft examined. this  
 fracture showed no signs of extension.*

*See Limit list*

General Observations, Opinion, and Recommendation:— *The machinery of this vessel, as far as seen is now in good order & efficient in my opinion to remain as classed & subject to the recommendation of the defective shaft in three months time*

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Office or Registration Fee (per Sec. 27) £ *1*  
 Survey Fee (per Section 28) £ *1*  
 Special Damage Fee (per Section 28) £ *1*  
 Travelling Expenses (if chargeable) £ *1*

Fees applied for

18

Received by me,

18

State if Certificate is required

Committee's Minute

TUES. 1 MAY 1900

TUES. 24 JUL 1900

Assigned

as now

note limit

subject

*John Wallis*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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Lloyd's Register  
 Foundation



5th length of tunnel shaft.  
examined and limit ex-  
- tended.

It is submitted that  
this vessel is eligible to  
remain in (L.L.S.S.E.)  
- tied to the 5th sub.  
length of tunnel  
shafts being  
again examined  
before the end  
of July/00.  
E.M.  
28. 4. 00

M.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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

LR-FAF-SALD-132

