

No. 16761

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

(Received at London Office)

FRI. 10 FEB 1899

Jan 1899 When handed in at Local Office

18

Port of Glasgow

at Glasgow

Date, First Survey and

Last Survey 27 Jan 1899

Machinery of the Wood, Iron or Steel

S.S. "HYSON"

Master Savies

Vessel built at Belfast

By whom

Workman, Clark & Co.

When 1896. 2

Engines made at Belfast

When 1896

Boilers, when made (Main) 1896 (Donkey) 1896

Owners China Mutual S.S. Co.

Port

London

Voyage

China

If Surveyed Afloat or in Dry Dock

Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A 1		<input checked="" type="checkbox"/> L.M.C. 2.96
8.98.		

Port

Years of Examination and Repairs (if any) Occasional

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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? No.

Do.

Donkey

No.

If this was not done, state for what reasons?

Not done.

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?

To what pressure were they afterwards adjusted under steam?

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?

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? 3/16"

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

Examined sea connections, stern bush & propeller & found all same in good condition.

General Observations, Opinion, and Recommendation:— As far as seen the

(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, F.D., &c.)

machinery of this vessel is in a good & efficient condition eligible in my opinion to remain as classed without fresh record.

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

*State if Certificate is required

Committee's Minute

TUES. 14 FEB 1899

Assigned

J. W. Dimmock
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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Lloyd's Register
GLS 183-0112

*Certificate to be sent to

Ship's book, Sea connections & port calls examined.

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

A.C.H.

10.2.99.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation