

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

FRI 20 NOV 1896

(Received at London Office)

Date of writing Report 18 Nov 96 When handed in at Local Office 18

Port of London

No. in Reg. Book 376

Survey held at London

Date, First Survey 12 Nov

Last Survey 17 Nov 1896

Tonnage

Gross 377

Net 189

Registered Horse Power 60

No. of Main Boilers one

No. of Donkey Boilers one

Steam Pressure in Main Boilers 160 lb

in Donkey Boilers 80 lb

Vessel built at Aberdeen

Engines made at Dundee

Owners R Thomson

Surveyed at Aberdeen in Dry Dock Union

(State name of Dock.)

By whom J Guthrie, Sons, & Co

When 1891

Boilers, when made (Main) 1891 (Donkey) 1891

Port London

Voyage Lyne

Last Survey No. Port

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.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A. 8.96		+ LmC 6.95
S.S. Std No. 1-95		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do.

Donkey

If this was not done, state for what reasons? Not Open for Survey

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?

At 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?

Has the propeller shaft been drawn and examined at this time? Complete

If the Survey is not complete state what arrangements have been made for its completion?

Damage by foundering near Riddjoking in the Great Belt & remaining aground for about 4 1/2 days. Vessel placed in dry dock. Examined propeller & all sea connection & fastenings to same & found them satisfactory. The propeller shaft has been trued in the lathe, the Stern Bush, much cut, has been renewed, the Stern gland has been rebushed & neck ring renewed. Examined crank & Tunnel shafting, circulating pump, bilge pump & condenser & found them satisfactory. Water service & several other pipes have been cleared. The patent Metal Collar & Thrust has been renewed.

Wear & Tear - The AP valve & face have been trued up. New ends have been welded & all valve spindles & glands & same rebushed & neck rings renewed. Bilge pump plunger trued up & gland & same rebushed & neck ring renewed.

Tunnel shaft (limit) Examined, satisfactory subject to being again examined within 12 months.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, so far as seen, is now in a safe working condition & eligible in my opinion to remain as classed, subject to the propeller shaft being again examined within 12 months.

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £

Special Damage Fee (per Section 28) £ 2.20

Travelling Expenses (if chargeable) £ 1.18

Fees applied for

24/11 96

18

Received by me,

25/11/96

State if Certificate is required

Committee's Minute

Assigned

as now subject

note limit

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

FRI 21 JAN 1898



Lloyd's Register Foundation

LON711-0056

Moderate repairs to engines owing to damage

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 cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain AS CLASSED, subject to
the tunnel shaft being again
examined before the end of
November 1897.

A.S.
25.11.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



© 2019

Lloyd's Register
Foundation