

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

on the Machinery of the Wood, Iron or Steel S. S. "Solfer" Master A. Labourene

Tonnage { Gross 377 Net 189 Vessel built at Aberdeen By whom J. Guthrie, Sons, & Co When 1891-10

Registered Horse Power 60 Engines made at Dumfries When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers one Owners R. Thomson Port London Voyage Lyne

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Union 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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A. 8.96</u>		<u>+ LmC 6.95</u>
<u>S.S. Sld No 1-95</u>		

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and verbatim 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? No

Do. " Donkey " " " No

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? Yes

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

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 connections & fastenings to same & found them satisfactory. The propeller shaft has been tried in the lathe, the stern bush, much cut, has been renewed, the stern gland has been rebushed & neck ring renewed.

Examined trunk & tunnel shafting, circulating pump, bilge pump & condenser & found them satisfactory. Water service & several other pipes have been cleared. The patent metal collar to Thrust has been renewed.

Wear & Tear - The AP valve & face have been tried up. New ends have been welded & all valve spindles & glands to same re-bushed & neck rings renewed. Bilge pump plunger tried up & gland to 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) £ : : Fees applied for 24/11 96

Survey Fee (per Section 28) £ : : 96

Special Damage Fee (per Section 28) £ 2.20

Travelling Expenses (if chargeable) £ 1.18 Received by me, 25/11/96

State if Certificate is required _____

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

Committee's Minute _____

Assigned as now
note limit subject

FRI 27 NOV 1896

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.



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