

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

Date of writing Report 26 Feb 1897 When handed in at Local Office 26 Feb 1897 Port of London
No. in Reg. Book 633 Survey held at London Date, First Survey 22 Feb 1897 and Last Survey 22 Feb 1897
on the Machinery of the Wood, Iron or Steel T.S. Hyson Master J. S. Hogg
Tonnage { Gross 4445 Net 2879 Vessel built at Delford By whom William Clark When 1896 Boilers, when made (Main) 96 (Donkey) 96
Registered Horse Power 2 Engines made at " Owners China Mutual S. S. Co. Ltd Port London Voyage China
No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 18 lbs If Surveyed Afloat or in Dry Dock In Dry Dock
in Donkey Boilers 90 (State name of Dock.)

Last Survey No. _____ Port _____
Particulars of Examination and Repairs (if any) In dry dock
(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1 8-96</u>		<u>+100C 2-96.</u>

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?
At what pressure were they afterwards adjusted under steam?
Did the Surveyor examine the Safety Valves of Donkey Boiler?
At what pressure were they afterwards adjusted?
Has the propeller shaft been drawn and examined at this time? Yes.

Not under survey.
not under survey.

If the Survey is not complete state what arrangements have been made for its completion? Complete.
Propeller Stern-bush and outside fastenings of the Sea Connections now examined and found in good order.

General Observations, Opinion, and Recommendation:—
(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, B.S. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 H.P., F.D., &c.)
The Machinery of this vessel is in good Condition and in my opinion eligible to remain as classed without fresh record.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for <u>10</u> Received by me, <u>18</u>
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

D. R. A. Hogg
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required _____
Committee's Minute FRI, MAR 5 1897
Assigned As now

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

[Signature]
4.3.94

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation

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