

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

(Received at London Office. SAT 27 FEB 1897)

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 J. S. Hyson Master J. S. Hyson

Tonnage { Gross 4445 Net 2879 Vessel built at Delfort By whom William Clark When 1896 2

Registered Horse Power 680 Engines made at " When '96 Boilers, when made (Main) '96 (Donkey) '96

No. of Main Boilers 2 Owners China Mutual S. S. Co. Ltd Port London Voyage China

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 18 lbs If Surveyed Afloat or in Dry Dock In Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 90

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) In dry dock + Local 8-96 + L.M.C. 2-96

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

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.

Propeller stem-bush and outside fastenings of the sea connections now examined and found in good order.

*Not under survey  
not done.*

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 lb., 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
Survey Fee (per Section 28)	£ : :	
Special Damage Fee (per Section 28)	£ : :	
Travelling Expenses (if chargeable)	£ : :	
Received by me,		18

*J. R. ...*  
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



Certificate to be sent to: Insert Character of Ship and Machinery precisely as in the Register Book.

