

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

(Received at London Office) **TUES, 29 NOV 1899**

TUES. 29 NOV 1898

Date of writing Report ⁴26 Nov 1898 When handed in at Local Office ⁴28 Nov 1898 Port of ⁴London

No. in Reg. Book. *Survey held at London* Date, First Survey *18 Nov* Last Survey *18 Nov 1898*
(No. of Visits)

400	on the Machinery of the Wood, Iron or Steel <i>Wagon</i>	<i>S. S.</i>	Master	YEAR.	MONTH.
Gross 377		<i>88</i>		1887	

Tonnage	{	Net	189	Vessel built at	Meriden,	By whom	J. Shedd Iron Works	When	1891	10
		Registered	60	Engines made at	Symonds	When	'91	Boilers, when made (Main)	'91	(Donkey)

Horse Power	1	Engines	1	Port	London	Voyage	Antwerp.
No. of Main Boilers	1	Owners	J. Manuel				
No. of Donker Boilers	1						

Steam Pressure 160 lb If Surveyed Afloat or in Dry Dock in Various Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

[illegible]

Particulars of Examination and Repairs (if any) *Dredging* +100 A1 5-98 +1. M.C. 6-98

Periodical Surveys, when held, must be reported in detail and serialim 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? *yes*

No.	"	Donkey	"	"	"	"
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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? *No* At what pressure were they afterwards adjusted under steam?

To what pressure were they afterwards adjusted?

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted? *100*

Has the propeller shaft been drawn and examined at this time? *Yes* If spare propeller shaft fitted, state whether new? *Yes*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 48"

Now done: - Propeller Stem-bush and outside fastenings of the Sea

Connections examined and found in good order.

Please Write New Owner.

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 at the same time enter 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 $\frac{1}{2}$ L.M.C. 9.9

140 (b., F.D., &c.)
 This Vessel So Far as Now Seen is in good order

and in my opinion eligible to remain as Classed without fresh

And in my power, I

5 or Registration Fee (per Sec. 27)..... £ : :	Fees applied for
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Copy Fee (per Section 28)..... £ : : 18

Damage Fee (per Section 28)..... £ : :
Expenses (if chargeable)..... £ : :
Received by me, *J. V. V. V.*
18
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping

if Certificate is required

Committee's Minute

Assigned as now

LON 717-0068

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.*

SCA

29.11.98-

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation