

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

(Received at London Office WED, 28 JUN 1899)

Date of writing Report June 27th 99. When handed in at Local Office is Port of London.

No. in Reg. Book 926 Survey held at London. Date First Survey June 16th Last Survey June 27th 1899.

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. Motavian Master J. Simpson.

Tonnage { Gross 4573 Net 2963 Vessel built at 97s. By whom Napier & Sons. When 1899 Boilers, when made (Main) 1899 (Donkey) 1899.

Registered Horse Power 643 Engines made at 50. Owners G. Thompson & Co. Port Aberdeen Voyage Australia.

No. of Main Boilers 2 No. of Donkey Boilers 2 Steam Pressure in Main Boilers 200 lb. in Donkey Boilers 90 lb. If Surveyed Afloat or in Dry Dock R.A. 5th Dry 5th (State name of Dock.)

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

CHARACTER	Date of last Survey and of Periodical Surveys	Years Assigned expired	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey.			

Particulars of Examination and Repairs (if any) Docking & repairs. £ 100 A.I. 1.99.

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? Survey not due.

And what parts of the Boilers could not be thus thoroughly examined? No.

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? No.

Did the Surveyor examine the Safety Valves of the Main Boiler? No. To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No. To what pressure were they afterwards adjusted under steam? ✓

Has the propeller shaft been drawn and examined at this time? No. If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 116" fall.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.

Examined propeller, stern bush, and fastenings, found same all in good condition.

At Owners request examined Combustion Chambers of Main Boilers, found rivets & seams at junction of furnaces & Chambers leaking. The rivets (about 360 in all) have now been renewed, the holes being first broached out 1/8" bigger in diameter & the seams have been paxed & recaulked.

General Observations, Opinion, and Recommendation: This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

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

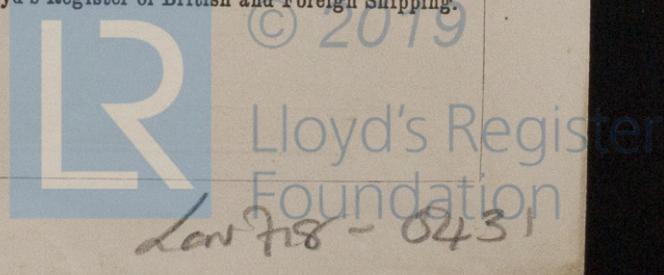
J.M. Salmon.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

The Surveyors are requested not to write on or below the space for Committee's Minute.

*Certificate to be sent to

Committee's Minute 1UES. 4 JUL 1899

Assigned as now



About 360 rivets at junctions of furnaces
of combustion chamber removed

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.

10/11/99.
5/7/99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation