

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

(Received at London Office

SAT. 12 AUG 1899

Date of writing Report *Aug 11th 99* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *436* Survey held at *London* Date, First Survey *July 28th* Last Survey *Aug 10th 1899*
 on the Machinery of the *Wood, Iron & Steel* Master *Young*
 Tonnage { Gross *495* Net *311* Vessel built at *London* By whom *A. & A. Green* When *1889* Boilers, when made (Main) *1889* (Donkey) *—*
 Registered Horse Power *152* Engines made at *do* Owners *London County Council* Port *London* Voyage *River*
 No. of Main Boilers *2* No. of Donkey Boilers *0* If Surveyed Afloat or in Dry Dock *Swiss Thames at Woolwich.*
 Steam Pressure in Main Boilers *30lb* in Donkey Boilers *0.*

Last Survey No. *—* Port *—*Particulars of Examination and Repairs (if any) *B.S.*

(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.)

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?

To 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 under steam?

Has the propeller shaft been drawn and examined at this time?

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?

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

Completed.

Examined Main Boilers internally & externally and safety valves found same all in good condition except bottom manhole doors which were corroded; these have now been renewed.

Safety valves adjusted under steam.

General Observations, Opinion, and Recommendation:— *This vessel's Boilers are now in good condition & in my opinion the vessel is eligible for the record B.S. 8-99.*

Office or Registration Fee (per Sec. 27) *£ 1 10 0* Fees applied for *12/8 99*
 Survey Fee (per Section 28) *£ 1 10 0* *10/10/99*
 Special Damage Fee (per Section 28) *£ 3 0 0*
 Travelling Expenses (if chargeable) *£ 1 4 0* Received by me, *10/11 99*
 State if Certificate is required *Yes*

Committee's Minute

Assigned *B.S. 8 99*

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



Lloyd's Register Foundation

Lon 719

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Main Boiler bottom Manhole doors
now renewed.

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 to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. B. S. 8. 49.

6mnd
12/8/49

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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