

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

(Received at London Office

TUES. 19 SEP 1899

Date of writing Report *Sept. 18<sup>th</sup> 99* When handed in at Local Office

is

Port of *London*No. in  
Reg. Book.

Survey held at

*London*

Date First Survey

*Sept. 14<sup>th</sup>*

Last Survey

*Sept. 16<sup>th</sup> 1899*

(No. of Visits)

Master

*Wright*

Tonnage

Gross *3013*Net *1936*

Vessel built at

*New*

By whom

*Armstrong & Co.*

When

*1896*Registered  
Horse Power*282*

Engines made at

*So.*

When

*1896*

Boilers, when made (Main)

*1896*

(Donkey)

*1896*

No. of Main Boilers

*2*

Owners

*Schenker, Walford & Co.*

Port

*Antwerp*

Voyage

*Barry*

No. of Donkey Boilers

*1*Steam Pressure  
in Main Boilers*160 lb.*If Surveyed *Afloat* or in Dry Dock*James Ltd. Dry Dock*Particulars of Classification (which must be inserted  
precisely as in Register Book & Supplements).

Last Survey No.

Port

Particulars of Examination and Repairs (if any) *Damaged part of shaft 100 ft. 1.7.99. H.M.C. 3.96.*

(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?

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?

*Examined propeller shaft, propeller, stem bush, sea connections and fastenings.**Repairs due to wear & tear. New propeller shaft and propeller fitted and stem bush rewooded.**Survey not done**New shaft fitted  
Bush rewooded.  
Completed.*General Observations, Opinion, and Recommendation:— *This vessel's Machinery is*

(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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

*now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed & have the above examination noted as part of the survey.*

Office or Registration Fee (per Sec. 27)..... £

:

:

Fees applied for

Survey Fee (per Section 28)..... £

:

:

18

Special Damage Fee (per Section 28)..... £

:

:

Received by me,

Travelling Expenses (if chargeable)..... £

:

:

18

State if Certificate is required

Committee's Minute

FRI. 22 SEP 1899

TUES. 8 JAN 1901

Assigned

*as now*

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



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Lloyd's Register  
Foundation

LON 719-0289



Ad. No. 1 Dec 3-00

Screw shaft renewed on account of wear & tear.  
New propeller fitted and stern bush re-  
wooded. Sea connections examined.

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 to  
remain as **CLASSED**.

The above accounts  
as part of the  
fmtd.  
20/2/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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