

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

(Received at London Office.

THUR. 28 DEC 1899

Date of writing Report 23 Dec 99 When handed in at Local Office 18 Port of London
 No. in Reg. Book. 416 Survey held at London Date, First Survey 14 Dec Last Survey 18 Dec 1899
on the Machinery of the Wood, Iron or Steel S. S. "Solfer" (No. of Visits 4)
 Tonnage { Gross 377 Net 189 Vessel built at Gloucester By whom Butcher Sons & Co Master S. Smith
 Registered Horse Power 60 Engines made at Dunbar When 1891 Boilers, when made (Main) 1891 (Donkey) 1891
 No. of Main Boilers one Owners C. M. Manuelle Port London Voyage ✓
 No. of Donkey Boilers one Surveyed Afloat or in Dry Dock Mountain
 Steam Pressure in Main Boilers 160 lb (State name of Dock.)
 in Donkey Boilers 80 lb

Last Survey No. PortParticulars of Examination and Repairs (if any) Damage & LMC 100 A1 - 10.99

(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? NoDo. " Donkey " " " " NoIf this was not done, state for what reasons? Not open for survey

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? NoTo what pressure were they afterwards adjusted under steam? Not adjustedDid 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? YesIf spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Damage by grounding close to Terneuzen on the 10th Dec 1899.
Examined propeller, propeller shaft (drawn), Stern Bush &
all Sea Connections & fastenings & found satisfactory.
Examined all Cylinders, pistons, Covers, Valves & Inlets,
Crank & Tunnel shafting, Condenser & all Pumps.
Springs & Air Pump Bucket renewed. Aft Main Bearing
Cap re-metalled. Air & Air Pump Rods cleaned up
glands rebushed & Neck rings renewed.

General Observations, Opinion, and Recommendation: The Machinery of this vessel,

(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.)

as far as seen, is now in a safe working condition & eligible,
in my opinion, to have + L.M.C MS 12.99 B.S. 6.99 Recorded in the
Register of the Society

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 2 : 0 : 0
 Special Damage Fee (per Section 28) £ 2 : 2 : 0
 Travelling Expenses (if chargeable) £ 1 : 18 : 0

Fees applied for

30/12/99

Received by me,

4.1.18

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

State if Certificate is required

Committee's Minute

TUES. 2 JAN 1900

FRI. 24 AUG 1900

FRI. 12 OCT 1900

Assigned + L.M.C. MS 12.99Lloyd's Register
Foundation

LON720-0263

On account of damage
Screw shaft examined
Machinery overhauled

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. + LMC. MS. 1249

WMSD
1/1/00.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation