

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

(Received at London Office,)

MON. 29 OCT 1888

48889

No. 55 Date of Writing Report 27. 10. 88 1888 Port of London  
 No. in Reg. Book 55 Survey held at London Date, first Survey Oct. 1 Last Survey Oct. 27 1888  
 on the Machinery of the S.S. Oceano Master \_\_\_\_\_ No. of Visits 6  
 Tonnage Gross 1004 Net 650 Vessel built at Middlesbrough By whom Baker & Dixon When 1871 - 8  
 Registered Horse Power 99 Engines made at Hartpl. When 1871 Boilers, when made (Main) 1878 (Donkey) \_\_\_\_\_  
 No. of Main Boilers 1 Owners Satham Broomage & Co. Port London Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 70 lbs. If Surveyed Afloat or in Dry Dock \_\_\_\_\_ Class of Vessel & Machinery 100A1  
 in Donkey Boiler 45 (State name of Dock.) \_\_\_\_\_ (As in Register Book.) T.M.C. 3. 87.  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ S.S. No. 3-4. 88 B.S. 4. 88

Particulars of Examination and Repairs (if any) In Special Surv. at owner's request  
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?  
 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?

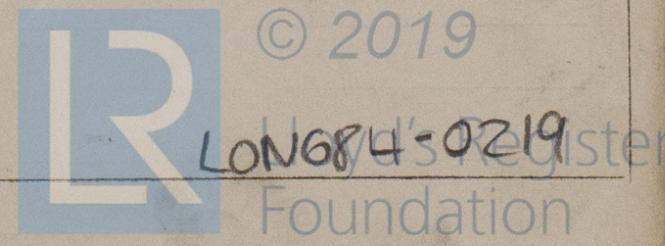
Vessel placed in Dry dock, sea connections examined & found to be in good condition. A broken tail shaft & tube have now been removed, a new cast iron tube, new bush & a new tail shaft marked Lloyds No: 573. J.E.S have now been fitted to old propeller. Examined cylinders, slides, air, circulating feed & bilge pumps & valves, all found in good condition. Crank, thrust & tunnel shafting " " " " " "  
 Main boiler examined internally & externally & found to be in good condition. Safety valves in good condition & tested under steam to the W.P. of 70 lbs. - which boiler found to be in good condition. Safety valves in good condition & loaded with direct weights to 45 lbs.

General Observations, Opinion, and Recommendation:-- The machinery being now in good & safe working condition renders the vessel eligible in my opinion to be marked with T.M.C. 10. 88 subject to the boilers being again examined within 12 months as per rule.  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 4: 4: :	1. 11 1888
Special Damage, Fee (per Section 28) .....	£ : : :	received by me,
*Certificate (if required) as per margin .....	£ : n: 6	
Travelling Expenses (if chargeable).....	£ : : :	2/11 1888

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

Committee's Minute  
 Assigned 2mb 10/88  
 FRIDAY 2 NOV 1888



T. & S. Form No. 9—Transfer Ink—5000, 25/4/88. \* Certificate to be sent to the Registrar of Shipping and Machinery, and when, one will be sent to the Registrar of Shipping and Machinery precisely as in the Register Book.

It is submitted that  
this vessel is eligible  
to have LMC 10.00  
Recorded

ALD  
1.11.86.

