

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

49160

(Received at London Office.)

TUES 5 FEB 1889

No. \_\_\_\_\_ Date of Writing Report *Feb. 4<sup>th</sup> 1889* Port of *London*  
 No. in Reg. Book. *1334* Survey held at *London* Date, first Survey *same* Last Survey *Feb. 14<sup>th</sup> 1889*  
 on the Machinery of the *S.P. Cybele* Master \_\_\_\_\_ No. of Visits *1*  
 Tonnage { Gross *1287* Net *819* Vessel built at *Stockholm* By whom *M. Pearson & Co* When *1883* 14  
 Registered } Horse Power *110* Engines made at *Stockholm* When *1883* Boilers, when made (Main) *1883* (Donkey)  
 No. of Main Boilers \_\_\_\_\_ Owners *A. J. Coake, Junr* Port *London* Voyage \_\_\_\_\_  
 Steam Pressure— in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Vine Hill Dry Dock* Class of Vessel & Machinery *100 A. 1. 1. 88*  
 in Donkey Boiler \_\_\_\_\_ (State name of Dock.) \_\_\_\_\_ (as in Register Book.) *+ L.M.C. 7.87.*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) *Condition*

(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? *No*

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? \_\_\_\_\_

*Examined all sea cocks and connections - Propeller and end of propeller shaft and stern bush - (Shaft down 1/4 bare) - All in sound working order.*

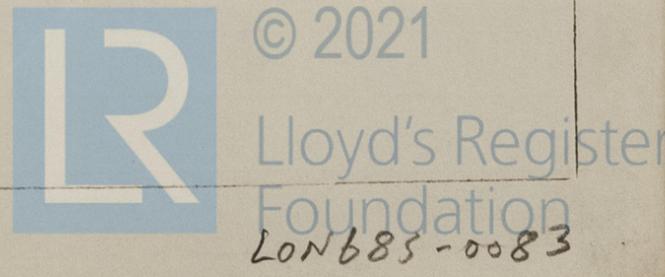
General Observations, Opinion, and Recommendation:— *The machinery of this vessel being now - as far as seen by me, in a sound and efficient condition, she is, in my opinion eligible to remain as classed.*

(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) .....             | £ | : | : |                  |                 |       | 188   |
| Special Damage, Fee (per Section 28) .....    | £ | : | : |                  |                 |       | _____ |
| Certificate (if required) as per margin ..... | £ | : | : |                  |                 |       | _____ |
| Travelling Expenses (if chargeable) .....     | £ | : | : | _____            | Received by me, | _____ |       |
|   |   |   |   | 188              |                 |       |       |

Committee's Minute ✓ *Remain as classed* TUES 12 FEB 1890  
 Assigned \_\_\_\_\_

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. *Herbert M. Rogers*



Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this vessel is eligible to remain as classed

M.A.

11-2-89.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2021

Lloyd's Register Foundation