

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

No. 49846
Date of Writing Report Sept 10 1889 Port of London
No. in Reg. Book 874 Survey held at London Date, first Survey July 27 Last Survey Sept 7 1889
on the Machinery of the Sm s/s Cloncurry Master No. of Visits 6
Tonnage Gross 1639 Net 2579 Vessel built at Sunderland By whom Dofford & Sons When 1884 7
Registered Horse Power 260 Engines made at " When 1884 Boilers, when made (Main) 1884 (Donkey) 1889
No. of Main Boilers Owners McIlwraith & MacEachern Port London Voyage
Steam Pressure in Main Boilers 80 If Surveyed Afloat & in Dry Dock Brown's Class of Vessel & Machinery AA1-8, 89
in Donkey Boiler 55 (As in Register Book, including date of last Boiler Survey.) + LMC-12, 88

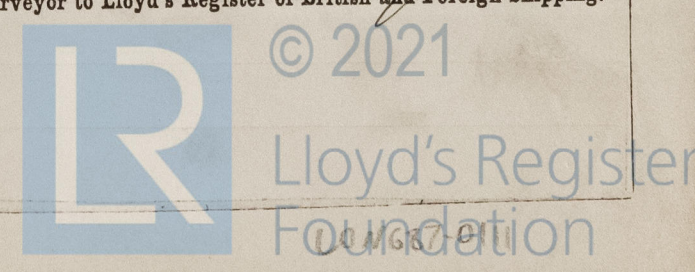
Last Survey No. Port
Particulars of Examination and Repairs (if any) New winch boiler & 1/2 crank shaft
(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs on account of Damage should be separated from
Repairs due to other 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?

LLOYD'S REGISTER Sea connections in good order, Tail shaft as far as seen in good order being about 1/16" down.
The after half of the crank shaft was found flawed in both fillets of the main bearings. A new one marked Lloyd's Test 10.8.89 now fitted
A new winch boiler marked No 2312 now fitted on board, valves tested under steam, and adjusted to blow at 55 lbs per sq inch.
To Messrs. McIlwraith & MacEachern & Co. F.C.

General Observations, Opinion, and Recommendation:— As far as seen this vessel appears eligible to remain as classed & to have her name withdrawn from the limited list as concerns the winch boiler

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	12 9 188 9
Survey Fee (per Section 28).....	£ 2 : 2 :	add	Geo. E. Wierwison.
Special Damage Fee (per Section 28).....	£ : :		Thos. L. Kay.
*Certificate (if required) as per margin.....	£ 30/1/90	Received by me,	3 9 188 9
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute FRI 13 SEP 89
Assigned Note limit &c



It is submitted that this vessel is eligible to remain as classed, and to have its name withdrawn from the limited list as concerns the donkey boiler, and subject to the old half of the crank shaft being examined within

6 months.

N.A.

12-9-89

