

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

49846

No. *874* Date of Writing Report *Sept: 10 1889* Port of *London* (Received at London Office, WED 11 SEP 89)

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 Bloncurry* Master *Doxford & Sons* No. of Visits *6*

Tonnage Gross *1639* Net *2579* Vessel built at *Sunderland* By whom *Doxford & Sons* When *1884* YEAR. MONTH. *7*

Registered Horse Power *260* Engines made at *"* When *1884* Boilers, when made (Main) *1884* (Donkey) *1889*

No. of Main Boilers *80* Owners *Mc Shurath M'Eachern* Port *London* Voyage *"*

Steam Pressure in Main Boilers *80* If Surveyed Afloat *Y* in Dry Dock *Brown's* Class of Vessel & Machinery *MA-8, 89*

in Donkey Boiler *55* (State name of Dock.) *Brown's* (As in Register Book, including date of last Boiler Survey.) *+ SMC-12, 88*

Last Survey No. *"* Port *"* *22. 2. 88*

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

Port *London*

Gentlemen *Mc Shurath & M'Eachern*

With *60*

in consequence of the *fact*

it will be my duty to *sign*

within *six*

months from which appear

To Messrs *Mc Shurath & M'Eachern*

*E.C.*

Sea connections in good order, Tail shaft as far as seen in good order being about 1/6" down. The after half of the crank shaft was found flawed in both fillets of the main bearings. A new one marked *J.S. 10.8.89* now fitted *Lloyd's Test 10.7.89. C.C.* 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.*

## General Observations, Opinion, and Recommendation:—

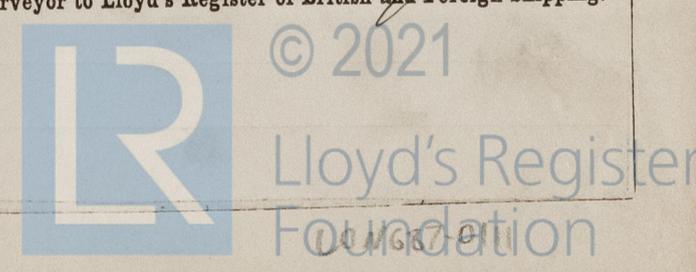
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*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	add <i>Geo. E. Merriamson</i> <i>Thos. L. Gray</i> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 28).....	£ 2 : 2 :	<i>129 1889</i>	
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	<i>do 30/1/90</i>	Received by me, <i>312 1889</i>	
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute *FRI 13 SEP 89*

Assigned *Rate limit &c*



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

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

