

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

No. *61* Date of Writing Report *Oct 30<sup>th</sup> 1889* Port of *London* (Received at London Office, THURS 31 OCT 1889)  
*61* in Survey held at *London* Date, first Survey *Oct 21<sup>st</sup>* Last Survey *Oct 29<sup>th</sup> 1889*  
*61* on the Machinery of the *S. P. O'Leary* Master *Hall* No. of Visits *3*  
Tonnage { Gross *1004* Net *650* Vessel built at *Middlesbrough* By whom *Backhouse & Sisson* When *1841* 8  
Registered Horse Power *99* Engines made at *Hartlepool* When *1841* Boilers, when made (Main) *1878* (Donkey) *1878*  
No. of Main Boilers *one* Owners *Latham & Bromage* Port *London* Voyage  
Steam Pressure in Main Boilers *40 lbs* If Surveyed Afloat or in Dry Dock *Bridge St* Class of Vessel & Machinery  
in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *100 A 1. 10. 88*  
*LMC 10. 88*

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Boiler Survey*  
(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? *Yes*

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?

*Main & donkey boiler safety valves examined & found in order,*

*Sea connections & propeller fastenings examined, satisfactory*

*Main safety valves tested to 40 lbs, Donkey safety valves dead wt<sup>d</sup> calculated to blow at 50 lbs*

General Observations, Opinion, and Recommendation:— *The machinery of this vessel being as far as seen in good order, she is eligible in my opinion to remain as classed & to have the notation B.S. 10. 89 recorded*  
(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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<i>AS</i> <i>7/8</i> <i>1889</i>
Survey Fee (per Section 28) .....	£ 1 : 10.	4. 11. 1889	
Special Damage Fee (per Section 28) .....	£ : :		
*Certificate (if required) as per margin .....	£ : :		
Travelling Expenses (if chargeable).....	£ : :	received by me,	

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

Committee's Minute— *TUES 5 NOV 1889* *FRI 6 JUNE 1890*  
Assigned *BS 10/89*



It is submitted that this  
vessel is eligible to  
have B.S. 10 89.  
recorded—

N.A.  
4-11-89

