

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

(Received at London Office,

11 HURS 12 JUNE 1890

No. *50749*  
Date of Writing Report *11. 6. 90* 18 *18* Port of *London*  
No. in Reg. Book. Survey held at *London* Date, first Survey *+* Last Survey *June 10 1890*  
on the Machinery of the *S. S. "Aushal"* Master  No. of Visits   
Tonnage Gross *5524* Net *3214* Vessel built at *Glasgow* By whom *J. Elder & Co* When *1881* Boilers, when made (Main) *1881* (Donkey)   
Registered Horse Power *1000* Engines made at *"* Owners *Cruickshank & Co.* Port *Glasgow* Voyage   
No. of Main Boilers *2* Steam Pressure in Main Boilers *95 lbs.* If Surveyed Afloat or in Dry Dock   
in Donkey Boiler  Class of Vessel & Machinery *100 A 1, 10, 89*  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *-1- L.M.C. 5.88 B.S. 5.89.*

Last Survey No.  Port  *SS. Glasgow No 3-84.*  
*S.S. Lon. No. 1-88*

Particulars of Examination and Repairs (if any)   
(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 contents examined. & found to be in good condition. the propeller & its fastenings sound & the tail shaft. a good fit in Stern bush.*

*The owners propose to carry out the B.S. on the vessel's return from her present Voy. say in Sept: when the B.T survey is to be held.*

General Observations, Opinion, and Recommendation:— *As far as seen this vessel*  
(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.)  
*appears eligible to remain as classed.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	✓	✓	18
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	Received by me,
Travelling Expenses (if chargeable) .....	£	:	:	18

*Geo. C. Wieremson*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 13 JUNE 1890*

Assigned *As now*



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Lloyd's Register  
Foundation

LON 689-0480



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

M.L.

12.6.90

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