

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

51507

No. 191 Date of Writing Report Jan 24<sup>th</sup> 1891 Port of London (Received at London Office, \_\_\_\_\_)  
 No. in Reg. Book 191 Survey held at Millwall Date, first Survey Dec 24<sup>th</sup> Last Survey Jan 20 - 1891  
 on the Machinery of the s/s "Vildorala" Master G. Williams No. of Visits 6  
 Tonnage Gross 987 Net 620 Vessel built at Newcastle By whom Palmer's Co When 1871 Boilers, when made (Main) 1884 Donkey ✓  
 Registered Horse Power 99 Engines made at Newcastle Owners Pymon Bell & Co Port London Voyage \_\_\_\_\_  
 No. of Main Boilers ✓ Steam Pressure in Main Boilers 70 in Donkey Boiler ✓  
 Surveyed ✓ ~~Afloat~~ in Dry Dock Union Dock Class of Vessel & Machinery 100 A. 1. 8. 90  
 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
 Last Survey No. \_\_\_\_\_ Port SS. Hpl: 3-4-84 June 1-88  
B.S 8-90 TR. B. 8481

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?

Examined tail shaft and found it greatly corroded at forward end of after lines and having every appearance of being fractured. Recommended this shaft to be replaced, this has been done & new shaft is marked 1105. J.E.S.  
 A new crank shaft has been fitted in consequence of circumferential flaw in after fillet of after bearing, this is marked 1109 J.E.S.

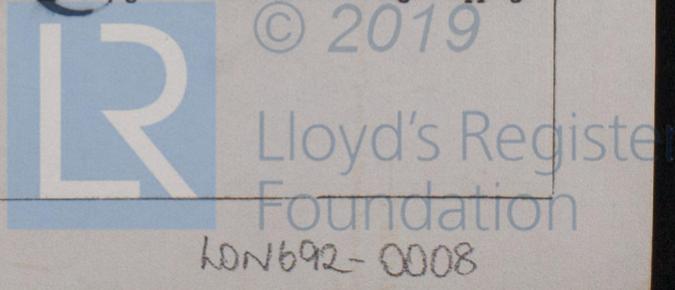
The stern tube bush has been re-wooded and the shafting lined up. Sea connections and propeller fastenings now in good order.

General Observations, Opinion, and Recommendation:— So far as seen the machinery of this vessel is in a safe-working condition and eligible in my opinion to remain as classed in the Register Book.

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

J. P. Cornish  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute As now  
 Assigned \_\_\_\_\_



Report is also made when one will  
 of whether, in  
 T. & S. Form No. 9 - Transfer Ink - 60M, 24.  
 (The Surveyors are requested to write on or above the space for Committee's Minutes.)

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

