

51644

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

No. \_\_\_\_\_ Date of Writing Report 3<sup>rd</sup> March 1891 Port of London (Received at London Office, \_\_\_\_\_)

No. in Reg. Book. Survey held at London Date, first Survey 27<sup>th</sup> Feb Last Survey 27<sup>th</sup> Feb 1891

294 on the Machinery of the S.S. "Oyus" Master Stewart No. of Visits 1

Tonnage Gross 912 Net 569 Vessel built at Sunderland By whom Strand Shipway Co When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Registered Horse Power 150 Engines made at \_\_\_\_\_ When 1890 Owners Oyus S.S. Co Ltd (J White) Port London Voyage \_\_\_\_\_

No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Millwall dry dock (State name of Dock.) Class of Vessel & Machinery 1-100 A1. 6, 90

Steam Pressure in Main Boilers 160 in Donkey Boiler \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 6, 90

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## 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 examined propeller, sea connections & their fastenings all found in good condition*

## 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.)

*So far as seen the machinery of this vessel is in good working order, & in my opinion eligible to remain as classed in the register book*

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

*Robt. Balfour*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRI 13 MARCH

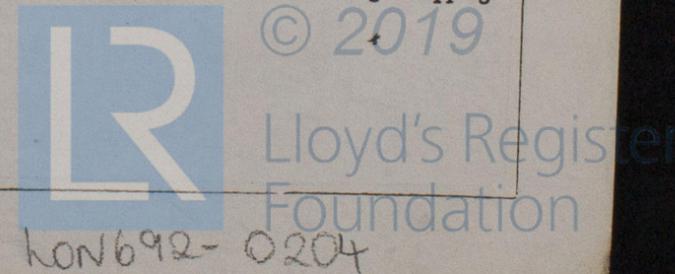
Committee's Minute \_\_\_\_\_

Assigned as now

State if a Report is also now sent on the Ship or if not, other, and when, one will be sent.

T. & S. Form No. 9 - Transfer Ink - 6000, 22/10/90

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



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

W.A.  
6.3.91

