

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

5-1770

No. \_\_\_\_\_ Date of Writing Report 31<sup>st</sup> March 1891 Port of London (Received at London Office, THURS. 2<sup>nd</sup> APR. 1891)

No. in Reg. Book, Survey held at London Date, first Survey 24<sup>th</sup> March Last Survey 24<sup>th</sup> March 1891

63 on the Machinery of the S.S. "Uchuca" Master Parkhurst No. of Visits 1

Tonnage { Gross 2828 Vessel built at Middlesboro By whom R. Dixon & Co YEAR. MONTH. When 1889 1

Net 1736 Engines made at Warrington When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

Registered Horse Power 400 Owners H. Lund Port London Voyage ✓

No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery 100A1. 10.90

Steam Pressure in Main Boilers 150 (State name of Dock.) Millwall (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) 1-LMC 189

in Donkey Boiler ✓ 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?

*Examined propeller, sea connections and their fastenings found all in good order*

## 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.)

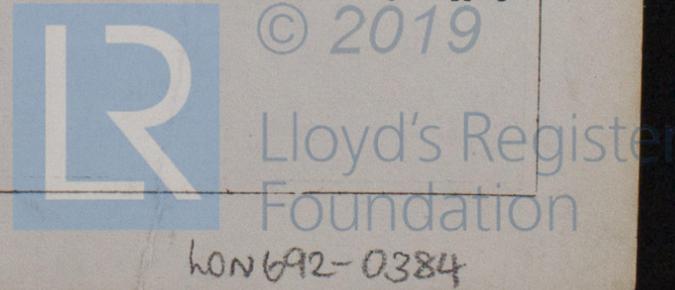
*So far as seen the machinery of this vessel is in good working order, and in my opinion eligible to remain as classed in Register Book*

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

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

Committee's Minute **TUES. 21 APR 1891**

Assigned *as now*



T. & S. Form No. 9—Transfer Ink—6000, 27/10/80  
The Surveyors are requested not to write on or in the space for Committee's Minute.  
State in Report is also not to be sent on the 1<sup>st</sup> of April or if not whether, and when, one will be sent.

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

It is submitted that this vessel is capable to remain as chartered

N.A.

20.4.91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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