

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

5-1771

(Received at London Office, SAT 18 APRIL 1891)

No. \_\_\_\_\_ Date of Writing Report 17<sup>th</sup> April 1891 Port of London  
 No. in Reg. Book. Survey held at London Date, first Survey 3<sup>rd</sup> Apr 1891 Last Survey 3<sup>rd</sup> Apr 1891  
373 on the Machinery of the S.S. "Curvy" Master J. Taylor No. of Visits 1  
 Tonnage Gross 1353 Net 881 Vessel built at Mull By whom Gilbert & Cooper When 1872  
 Registered Horse Power 130 Engines made at D. When 1872 Boilers, when made (Main) 1881 (Donkey) 1881  
 No. of Main Boilers two Owners H. S. Bailey Port Mull Voyage ✓  
 Steam Pressure in Main Boilers 72<sup>lb</sup> If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery 190A1. 489  
 in Donkey Boiler ✓ (State name of Dock.) Millwall (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-NB. 81  
LMC 4.89.

Last Survey No. \_\_\_\_\_ Port B.S. Mull 1891

## 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 same in good condition*

*BS not done till end of April*

## 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.)

*Sofar as seen the machinery of this vessel is in good working order & in my opinion 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 .....	£	:	:		
Travelling Expenses (if chargeable) .....	£	:	:	Received by me, 18	

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

Committee's Minute

TUES. 21 APL 1891

Assigned

*as now*



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LON692-0385

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

\*Certificate to be sent to

F. & S. Form No. 9 - Transfer Form - 600, 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  
note. The Builders have just become  
due for Annual Survey

N.A.  
20.4.91

PAK 10 2351

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