

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

No. *373* Date of Writing Report *17<sup>th</sup> April 1891* Port of *London*  
Reg. Book. *Survey held at London* Date, first Survey *3<sup>rd</sup> Apr* Last Survey *3<sup>rd</sup> Apr 1891*  
*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 lb* If Surveyed Afloat or in Dry Dock *Dry dock*  
in Donkey Boiler *✓* (State name of Dock.) *Mullewall* Class of Vessel & Machinery *+90A1. 4.89*  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+NB. 81*  
*LMC 4.89.*

Last Survey No. *188* Port *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.)

*So far 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 .....	£	:	:	Received by me,
Travelling Expenses (if chargeable) .....	£	:	:	18

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

Committee's Minute

TUES. 21 APR 1891

Assigned

*as now*



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Lloyd's Register  
Foundation

LON 692-0385



It is submitted that this Vessel is  
eligible to remain as classed  
hulk. The Builders have just become  
due for Annual Survey

W.A.  
20.4.91

