

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

(Received at London Office THURS. 21 MAY 1891)

No. 51892 Date of Writing Report 20th May 1891 Port of London

No. in Reg. Book 796 Survey held at London Date, first Survey 14th May Last Survey 14th May 1891

on the Machinery of the S.S. "Murrumbidgee" Master Pilkington No. of Visits 1

Tonnage Gross 2464 Net 1774 Vessel built at Sunderland By whom J.L. Thompson & Sons When 1887 10

Registered Horse Power 400 Engines made at Hartlepool When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

No. of Main Boilers 3 Owners W. Lund Port London Voyage

Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Dry dock West End Class of Vessel & Machinery +100A1.690

in Donkey Boiler 150 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) FLMC 10.87

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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Vessel placed in dry dock
Examined propeller, & sea connection fastenings & same found 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. 189, B.&M.S. 189, or L.M.C. 189, as the case may be.)

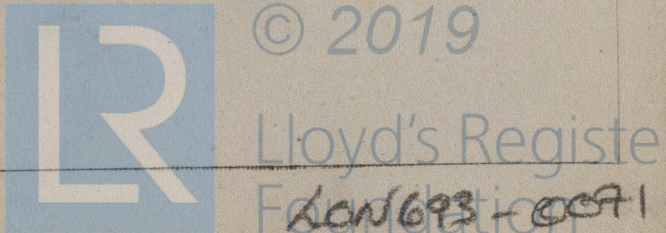
As far as seen the machinery of this vessel is in good work? order and in my opinion, is eligible to remain as classed

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

* State if Certificate is required

Committee's Minute FEB. 22 MAY 1891

Assigned as now



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

W. A.

21-5-91

