

52,412

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

(Received at London Office. **FRI 23 OCT 1891**)

No. _____ Date of Writing Report 23. 10. 91 18 91 Port of _____

No. in Reg. Book. 31 Survey held at London Date, first Survey Sept. 26 Last Survey Sept. 28 1891

on the Machinery of the S. S. "Urmona" Master _____ No. of Visits 2

Tonnage { Gross 2031 Net 1288 Vessel built at Sndld. By whom J. Laing When 1890 - 2

Registered Horse Power { 250 Engines made at do. When 1890 Boilers, when made (Main) 1890 (Donkey) _____

No. of Main Boilers _____ Owners Bullard King & Co. Port London Voyage _____

Steam Pressure— in Main Boilers 150 lbs. If Surveyed As per in Dry Dock S. S. Mks. Class of Vessel & Machinery—1-100 A1

in Donkey Boiler _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-IMC. 12.90

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 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, sea combs: exd. & found in good condn.
Sail shft: a good fit in Stern bush. One blade of a solid Mang.
bronze propeller broken short off at boss. This propeller has been
removed & a solid cast iron one substituted*

General Observations, Opinion, and Recommendation:— *As far as seen this vessel*
(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. 1,91, B.&M.S. 1,91, or ~~B.S.~~ L.M.C. 1,91, as the case may be.)
appears 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).....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me,
		18

Geo. E. Meremson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES. 27 OCT 1891**

Assigned *As now*



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Foundation

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

16.—L. R. P. H.—Form No. 2.—Transfer Ink—5,000, 18/91
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

*It is submitted
that this vessel is eligible to remain
AS CLASSED.*

Capt. 26 10 91.



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