

52420

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

WED. 28 OCT 1891

No. \_\_\_\_\_ Date of Writing Report Oct 27<sup>th</sup> 1891 Port of London  
(Received at London Office)  
No. in Reg. Book. 262 Survey held at London Date, first Survey \_\_\_\_\_ Last Survey Oct 24<sup>th</sup> 1891  
on the Machinery of the ss "Zorluescue" Master Park No. of Visits 1  
Tonnage { Gross 1138 Net 722 Vessel built at Port Glasgow By whom Murdoch Murray When 1884 Boilers, when made (Main) 1884 (Donkey) \_\_\_\_\_  
Registered Horse Power 115 Engines made at Glasgow Owners (J. Holman & Sons) Port London Voyage \_\_\_\_\_  
No. of Main Boilers \_\_\_\_\_ Steam Pressure in Main Boilers 80th ☒ Surveyed in Dry Dock Price's dry dock Rotherhithe Class of Vessel & Machinery +100A.1.3-91  
in Donkey Boiler \_\_\_\_\_ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +L.M.C. 3-91

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

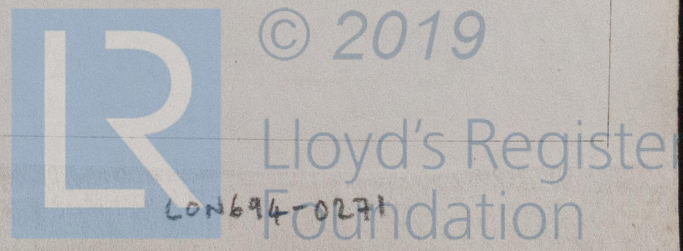
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  
Do. " Donkey " " "  
If this was not done, state for what reasons?  
And what parts of the Boilers could not be thus thoroughly examined?  
Also what special means, in the absence of internal 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?  
Examined stern tank, sea-cock fastenings, propeller and propeller fastenings and found all in good order

General Observations, Opinion, and Recommendation:— As far as seen this vessel's machinery is in good condition and the vessel is eligible in my opinion to remain as classed in the Register Book.  
(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 L.M.C. 1,91, as the case may be.)

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

H.P. Cornish  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_  
Committee's Minute 30 OCT 1891 FRI 22 JAN 1892  
Assigned As now



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. R. H.-Form No. 9.-Transfer Ink-5,000, 18/891  
(The Surveyor are requested not to write on or below the space for Committee's Minute.)



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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

CES  
28. 10. 91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation