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No. *737* Date of Writing Report *5. 11. 91* 18 *91* Port of *Beloe*  
 No. in Reg. Book *737* Survey held at *Below Gravesend* Date, first Survey *7* Last Survey *Nov. 4 1891*  
 on the Machinery of the *S. S. "Cloncurry"* Master *W. J. H. H. H.* No. of Visits *1*  
 Tonnage { Gross *2579* Vessel built at *Sunderland* By whom *Doxford & Sons* When *1884 - 7*  
 { Net *1639* Engines made at *"* When *1884* Boilers, when made (Main) *1884* (Donkey) *"*  
 Registered Horse Power *260* Owners *M. Ilwraith M. Cushman & Co* Port *London* Voyage *"*  
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *River*  
 Steam Pressure in Main Boilers *80 lbs.* (State name of Dock.) *"*  
 in Donkey Boiler *"* Class of Vessel & Machinery *- 100 A1*  
 Last Survey No. *16256* Port *Beloe* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *- 1 INC 10.91*  
*S. S. Snd. No 3. - 10.91*

*Particulars of Examination and Repairs (if any)*

*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?

Visited this vessel at the Powder Buoys below Gravesend on acct. of complaints made to the Board of Trade, that the machinery was deranged, - a leak in After peak, - Ballast downkey broken down, Bilge suction pipe choked - Engines would not go astern. - Main Bearings defective.

After leaving the S. W. I. Dks. whilst at anchor below Gravesend the Engines were all opened out, the H. P. piston found slack in cylinder - more compression was put on Spring, Slide Valves adjusted & Engines moved ahead & astern satisfactorily. A new piston rod fitted to Ballast donkey & a spare one sent with the vessel. - A defective lead water service pipe in After peak now fitted new copper pipe, this was tested & found tight. - The bilge suction pipe was not choked but on acct. of valves not being properly closed the pump drew air. No 2 Main bearing heated on going down river was properly adjusted.

*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. 1,91, B.&M.S. 1,91, or ~~X~~L.M.C. 1,91, as the case may be.)

As far as seen this vessel 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,

\* State if Certificate is required


Committee's Minute

Assigned Remain as Classes

Spl-

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Spel -



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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.*

*C.P.S.  
9. 11. 91*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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