

52445

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

(Received at London Office. **FRI 6 NOV 1891**)

No. 737 Date of Writing Report 5. 11. 91 is 18 Port of London

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. 'Bloncurry' Master Donkey No. of Visits 1

Tonnage { Gross 2579 Net 1639 Vessel built at Sundd. By whom Doxford & Sns. When 1884-7

Registered Horse Power 260 Engines made at " When 1884 Boilers, when made (Main) 1884 (Donkey)

No. of Main Boilers 2 Owners M'Ilwraith M'Eacham & Co Port London Voyage "

Steam Pressure in Main Boilers 80 lbs. Surveyed Afloat or in Dry Dock River (State name of Dock.)

in Donkey Boiler " Class of Vessel & Machinery -100 A1 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) -1 L.M.C. 10.91

Last Survey No. 10256 Port London S.S. Snd. No 3. -10.91

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?

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 donkey broken down, Bilge suction pipe choked - Engines would not go astern. - Main Bearings defective.

After leaving the S. W. J. Dks. whilst at anchor below Gravesend the Engines were all opened out, the H. P. piston found slack in cylinders. - 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 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) | £ | : | |
| *State if Certificate is required | | | Received by me, 18 |

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

Committee's Minute **TUES. 10 NOV 1891**

FRI 13 NOV 1891

Assigned Remain as classed

Referred to the G.O.



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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. 9.-Transfer Ink-5,000, 18/8/91

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

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. 911*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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