

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

(Received at London Office **FRI 20 NOV 1891**)

No. _____ Date of Writing Report 19th Nov 18 91 Port of London

No. in Reg. Book 238 Survey held at London "Y^o Yonca Date, "first Survey 3rd Nov Last Survey 12th Nov 1891

on the Machinery of the S.S. Yonca Master Willis No. of Visits 5

Tonnage Gross 3014 Net 1946 Vessel built at Newcastle By whom Higham Richardson & Co When 1889 11

Registered Horse Power 350 Engines made at " When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

No. of Main Boilers ✓ Owners Geo. Curdy & Co Port London Voyage Philadelphia

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery -100A1 4.9

in Donkey Boiler ✓ (State name of Dock.) S. W. Ind. + Brown (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) -1 LMC 11.89

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(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?

This vessel is reported to have encountered heavy weather whilst on a voyage from London to Philadelphia & back to London, that on the 4th ult. the port crosshead bolt of the 2nd intermediate engine broke the piston carried away the cyl. cover, breaking the cyl. & crossh. guide shoes, work on account of damage. Engines opened out & shafts stripped & examined. Cyls, pistons, slide valves, steam chests, crank thrust & tunnel shafts, connect. rods top & bottom end bolts (these were suspended & hammered) Propeller (found very slack on cone), Tail shaft, two surface flaws found in key way of shaft each about 5" long. Recommended this shaft to be again exam^d within six (6) months time. Owners have been advised re: this.

Repairs. Propeller re-fitted. Key ways filed fair & new key fitted. Satisfactory. No. 2 Intermediate Cyl. & cover with studs & neck bushes renewed, original slide valve, spindle, & casing covers fitted to new cyl. Piston rod put in turning lathe & found good. Connect. " put on surface table & thoroughly gauged to test truth of same. result - Satisfactory. Two new nuts & down bolts fitted to thrust block.

General Observations, Opinion, and Recommendation: Eng^s Satisfactorily tried under steam. So far as seen the machinery of this vessel is in good order & safe work^g condition & eligible in any of Division to remain as classed.

(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)	£	:	
Survey Fee (per Section 28)	£	:	
Special Damage Fee (per Section 26)	£	3	3
Travelling Expenses (if chargeable)	£	:	

Fees applied for 24/11/1891

Received by me, 4/12/1891

Robt. Ballard
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **FRI 27 NOV 1891**

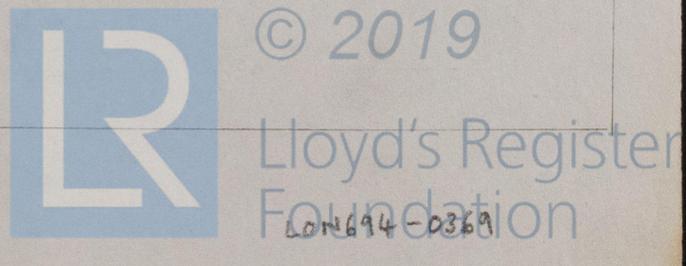
Assigned As now subject to repair (red)

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. II.-Form No. 9.-Transfer ink-5,000, 1891
(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 subject to the tailstaff being examined within a period of 6 months and to have drp 91 recorded.

C.L.S.

26 11 91

