

52488

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

(Received at London Office. TUES. 24 NOV 1891)

No. _____ Date of Writing Report 24th Nov 1891 Port of London
No. in Reg. Book 275 Survey held at London Date, first Survey 3rd Nov Last Survey 23rd Nov 1891
on the Machinery of the S.S. "Sturm" Master H. Smith No. of Visits 4
YEAR. MONTH.
Tonnage Gross 1226 Vessel built at Newcastle By whom Wigham Richardson & Co When 1884 6
Net 779 Engines made at " When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
Registered Horse Power 120 Owners Demerara & Barbice S.S. Co Port London Voyage "
No. of Main Boilers 2
Steam Pressure in Main Boilers 90 If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100A1. 3. 90
in Donkey Boiler " (State name of Dock.) Su. River & Bridge S.R. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) - LMC 7.88
Last Survey No. _____ Port _____ S.S. Lou. No. 1.88

Particulars of Examination and Repairs (if any) Part S.S. No 2
(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.
Examined propeller, & all sea connections, Tail shaft (which was drawn)
and after Crank shaft, found flaw in for? fillet of Crank
Pin extnd? 9 1/2" round - recommend spare after Crank shaft
to be fitted, which was done Satisfactorily -
Shim bush exam? & lined up -

To complete the Survey - the following will require to be examined -
Cyls, Pistons, Slide valves, pumps, Condenser, for? Crank shaft,
Shaft & tunnel shafting - all bridge suction & sluice valves on bulkhead
Main & donkey boilers & their safety valves, & same to be adjusted under
Steam

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.)
So far as seen the machinery of this
vessel is in good order & safe work? Condition & eligible in our opinion to remain
as classed, & have + LMC with date records when the above requirements
have been carried out

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	:	18
Special Damage Fee (per Section 28)	£	:	Received by me,
Travelling Expenses (if chargeable)	£	:	18

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

*State if Certificate is required
Committee's Minute FRI 27 NOV 1891 FRI 27 MAY 1892
Assigned As now
note

It is submitted that this vessel
is eligible to remain as classed
and that this examination and
the previous boiler survey
be noted as part of the
Special survey.

C.S.S.

24.11.91

