

MON. 30 NOV 1891

52522

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

No. *820* Date of Writing Report *Nov. 30<sup>th</sup> 1891* Port of *London* (Received at London Office *MON. 30 NOV 1891*)

No. in Reg. Book *820* Survey held at *London* Date, first Survey *Nov. 5<sup>th</sup>* Last Survey *Nov. 27<sup>th</sup> 1891*

on the Machinery of the *s/s "Muttumbidgee"* Master *J. L. Thompson & Sons* No. of Visits *8*

Tonnage Gross *2744* Net *1774* Vessel built at *Sunderland* By whom *J. L. Thompson & Sons* When *1887* 10

Registered Horse Power *400* Engines made at *Harlepool* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*

No. of Main Boilers *3* Owners *W. Lund* Port *London* Voyage *—*

Steam Pressure in Main Boilers *150<sup>ths</sup>* If Surveyed Afloat or in Dry Dock (State name of Dock) *Washford Graving Dock* Class of Vessel & Machinery *+ 100 A.I. 5.9*

in Donkey Boiler *—* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ Hull 10.87*

Last Survey No. *—* Port *—*

Particulars of Examination and Repairs (if any) *Special Survey No. 1.*

(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? *Yes*

Do. " Donkey " " " " " *Yes*

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? *Yes*

Did the Surveyor examine the Safety Valves of the Main Boiler? *150<sup>ths</sup> per sq. inch*

At what pressure were they afterwards adjusted under steam? *Yes*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *not adjusted.*

To what pressure were they afterwards adjusted? *—*

*Examined Cylinders, pistons, S.P. & M.P. piston valve, pumps, Condenser, sea-cocks, crank, thrust, & tunnel shafting. stern truss & sea-cock fastenings -*

*The Low Press: gland now renewed, the S.P. & M.P. valve spindle turned in lathe, the S.P. bottom end <sup>brace</sup> run up with white metal, & the bilge pump valve renewed.*

*The main steam pipes all tested by hydraulic pressure to 300<sup>ths</sup> per sq. in.*

*Examined main & donkey boilers & adjusted main boiler safety valve to 150<sup>ths</sup> per sq. in.*

*To complete the survey: - The donkey boiler safety valves to be adjusted under steam and the Low Press slide valve to be examined -*

General Observations, Opinion, and Recommendation: - *Sofar as seen the machinery of this vessel is in good condition and eligible in my opinion to remain as classed and have + HMC 11-91 recorded in the register book when survey is completed as above.*

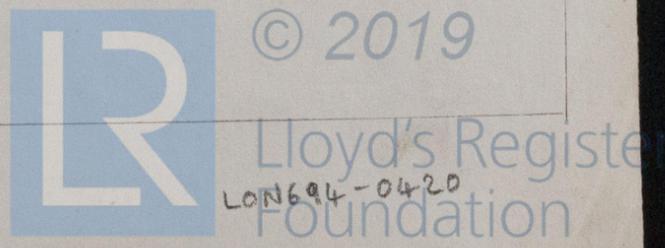
Office of Registration Fee (per Sec. 27).....	£ 5.10.0	Fees applied for	<i>7/11/91</i>
Survey Fee (per Section 28).....	£ : :	Received by me,	<i>14 12 18 91</i>
Special Damage Fee (per Section 28).....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

\*State if Certificate is required *—*

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

Committee's Minute *TUES. 8 DEC 1891* *TUES. 3 MAY 1892*

Assigned *Deferred*



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

16.-L. R. F. H. Form No. 9.-Transfer Ink-5,000, 18/9/91

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 the  
result WILL be eligible for  
the record. +L.M.C. 11.91  
When the donkey boiler  
safety valve has been  
adjusted and the low  
pressure slide valve  
has been examined.

C.J.S.  
7.12.91

NOV 10 11 50 AM '91



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.