

52530

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

FRI 4 DEC 1891

(Received at London Office.)

No. \_\_\_\_\_ Date of Writing Report 2<sup>nd</sup> Decr 18 91 Port of London

No. in Reg. Book 298 Survey held at London on the Machinery of the Sp "Woolloomooloo" Date, first Survey 26<sup>th</sup> Nov Last Survey 26<sup>th</sup> Nov 18 91 Master Sherry No. of Visits / YEAR. MONTH.

Tonnage { Gross 3521 Net 2221 Vessel built at Newcastle By whom Wigham Richardson & Co When 1891 7

Registered Horse Power 500 Engines made at \_\_\_\_\_ When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers 200 Owners W. Lund Port London Voyage ✓

Steam Pressure in Main Boilers 165 lb If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery -1-100A1. 7. 91  
(State name of Dock.) Cyprus (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) -L.M.C. 7. 91

in Donkey Boiler ✓

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Condition  
 (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 & sea connection fastenings found same satis.*

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.)

*Sofar as seen the machinery of this vessel is in good order & safe working condition & eligible in my opinion 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,
			18	

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

\*State if Certificate is required \_\_\_\_\_

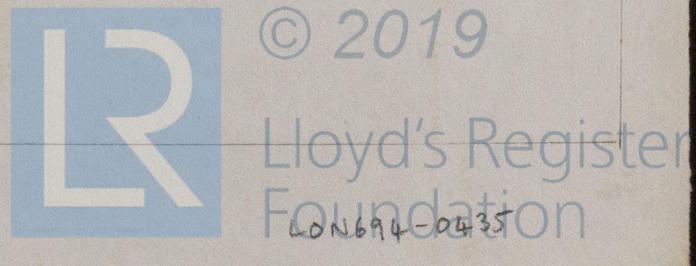
Committee's Minute TUES. 8 DEC 1891

Assigned As now

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 \_\_\_\_\_  
 (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.



LON 694-0435

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.

7.12.91.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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