

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

(Received at London Office)

Date of writing Report 25th Nov 1892 When handed in at Local Office Port of London 26 NOV 1892

No. in Reg. Book. 451 Survey held at Gilbury Date, First Survey 18th Nov Last Survey 24th Nov 1892
on the Machinery of the Wood Iron or Steel Yvri S. S. Cheshire Master Manni (No. of Visits 4)

Tonnage Gross 650 Net 3634 Vessel built at Belfast By whom Harland & Wolff When 1891 9

Registered Horse Power 630 Engines made at Belfast When 1891 Boilers, when made (Main) 1891 (Donkey) from

No. of Main Boilers 3 Owners Bilby Bros. & Co. Port Liverpool Voyaged Liverpool & Rangoon

Steam Pressure in Main Boilers 176 If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Gilbury

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not due for Survey

And what parts of the Boilers could not be thus thoroughly examined? None

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? No

At what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? Not adjusted

If the Survey is not complete state what arrangements have been made for its completion The port tail end shaft has been recommended to be renewed within three months time - The owners propose to have this done on the vessel's arrival at Liverpool next week - or on her return from the present intended voyage - say in three months time - Liverpool Surveyors have been advised -

It is reported that the port propeller fouled the bank of the Suez Canal on the 22nd Oct^r last while the vessel was on a voyage from Rangoon towards London.

The vessel was placed on the blocks in dry dock examined both propellers, found the three (manganese bronze) blades of the port propeller much bent, the Star propeller in good condition.

The three defective blades were taken to the Thames Iron Works & Satisfactorily set to their original pitch without any signs of fracture.

The port tail end shaft was tested in its place and found to be 3/8" of an inch out of truth at the extreme after end, but nearly true at the after end of the brass liner, the shaft was drawn inboard and

General Observations, Opinion, and Recommendation:—

The machinery as far as seen is in safe working condition for the present intended voyage and in my opinion this vessel is eligible to remain as classed - provided the port tail end shaft be renewed within three months time.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 28/11/1892

Survey Fee (per Section 28) £ : : Received by me, 1/12/1892

Special Damage Fee (per Section 28) £ 4 : 4 : -

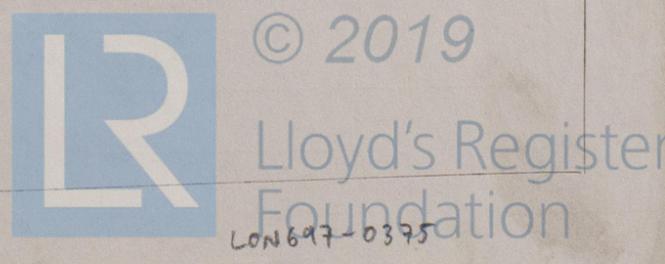
Travelling Expenses (if chargeable) £ : : Robt Balfour

*State if Certificate is required _____

Committee's Minute TUES. 29 NOV 1892

Assigned As now

Note limit



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

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

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and examined, and found sound - This shaft is fit for the present intended voyage but recommended a new shaft to be fitted on the vessel's return say within 3 months time. The shaft was replaced, propeller boss & blades re-fitted, Satisfactorily. The foregoing recommendations & repairs were made consequent on damage to the port propeller - All sea connections & stembushes, with their respective fastenings were examined and found in good condition. R.B.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

It is submitted that this vessel is eligible to

be classified as subject to the port and shaft being renewed within a period of 3 months time.

C.W.D.
28.11.92



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