

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

(Received at London Office

FRI 21 APR 1893

Date of writing Report 20.4.93 18 When handed in at Local Office

18

Port of

London

No. in Reg. Book. Survey held at London

Date, First Survey Mar. 29 Last Survey April 20 1893

(No. of Visits 5)

387 on the Machinery of the Wood, Iron or Steel S.S. "Curry"

Master

YEAR. MONTH.

Tonnage { Gross 1353
Net 881

Vessel built at Hull

By whom Gilbert & Coopers

When 1872 - 1

Registered Horse Power 130

Engines made at do

When 1872 Boilers, when made (Main) 1881 (Donkey)

No. of Main Boilers 2

Owners W. S. Bailey

Port Hull

Voyage

Steam Pressure in Main Boilers 72 lbs.

N Surveyed Afloat & in Dry Dock

Fletcher & Millwall

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler 45

Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. No 2

Periodical Surveys, when held, must be reported in detail and verbatim 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?

yes

Do. " Donkey " " "

yes

If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

So 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?

yes

What pressure were they afterwards adjusted under steam?

72 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

yes

What pressure were they afterwards adjusted?

45 lbs

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock, sea combs: exd. & found in good condn, propeller: discomd. tail shaft: drawn, exd. Found: lines found slack, recomd. new tail shaft: to be fitted which has been done & stem bush renewed, propeller properly fitted to new tail shaft.
Examd. cylinders: slides, air, circulating: feed & bilge pumps & valves all found in good condn: bronze, thrust & tunnel shafts: in good condn. Main boilers examd. internally & externally: three defective patches in furnaces have now been renewed, remainder of boilers in good condition. Safety Valves in good condn: & tested under atm: lifted at 72 lbs. Which boiler examd. & found in good condn: Safety Valves in good condn: lifted at 45 lbs. under atm.

General Observations, Opinion, and Recommendation:— The machinery being now in

(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. 9, 92, R.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

good & safe working condn: renders the vessel eligible in my opinion to have the record L.M.C. 4.93 in Reg. B.R.

Fee or Registration Fee (per Sec. 27) £ :

Survey Fee (per Section 28) £ 4 - -

Special Damage Fee (per Section 28) £ :

Travelling Expenses (if chargeable) £ :

State if Certificate is required

Fees applied for

29 APR. 93

17 AUG. 93

Received by me,

22/8/93

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

Committee's Minute TUES. 2 MAY 1893

FRI 18 AUG 1893

FRI 1 SEP 1893

FRI 3 NOV 1893

Assigned

L.M.C. 4.93

TUES. 12 DEC 1893

Lloyd's Register

Foundation

LON 698-0451

It is submitted that
this vessel is eligible for
THE RECORD LMC 4.93

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.

On account of wear &
tear, a new tail shaft
has been fitted & the
stem tube rewooded—
Moderate repairs have
also been done to
the main rollers—

29/4/93—



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Foundation