

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

(Received at London Office) **TUES. 25 JUL 1893**

Date of writing Report 24.7.93 18 93 When handed in at Local Office 18 Port of London

No. in Reg. Book. 353 Survey held at London Date, First Survey July 22 Last Survey July 24 1893
(No. of Visits 2)

353 on the Machinery of the Wood, Iron or Steel S.S. "Sibon" Master

Tonnage { Gross 1334
 { Net 860 Vessel built at N. Hpl. By whom Deuten Gray & Co. When 1871-7

Registered Horse Power 120 Engines made at Strtn. When 1871 Boilers, when made (Main) 1890 (Donkey)

No. of Main Boilers Owners J. Hall jun. & Co. Port London Voyage

Steam Pressure in Main Boilers 80 lbs. ☒ Surveyed Afloat or in Dry Dock Union (State name of Dock.)

in Donkey Boiler

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

Particulars of Classification (which must be inserted <u>precisely as in Register Book & Supplements</u>).		
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.		Years Assigned and expired.
-100 A1		Machinery and Boiler Surveys (including date of N.B., if any).
8.92		L.M.C. 10.90
SS Hpl. No 2-90		A.N.B. 10.90

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?

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

Vessel placed in dry dock, sea counter: x'd: a portion of brass covering plate of St. blow off cock carried away, a new plate has now been fitted & cock securely jointed. All four blades of propeller broken at tips, 12" being the greatest. The owners propose to fit a new propeller next voyage, say in six weeks time. Stern bush in good condtn.

General Observations, Opinion, and Recommendation:— As far as seen this vessel
(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, B.&M.S. 9,92 or ~~X~~L.M.C. 9,92, as the case may be.)
appears eligible to remain as classed.

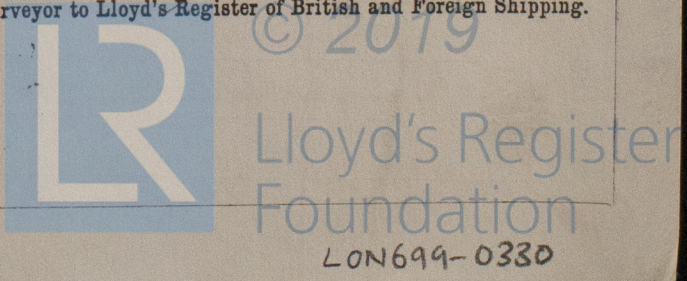
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ ✓ ✓	<u>26/7/1893</u>
Special Damage Fee (per Section 28).....	£ 2 : 2	<u>38</u>
Travelling Expenses (if chargeable).....	£ : :	Received by me, <u>27/7/1893</u>

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

* State if Certificate is required

Committee's Minute

Assigned As now



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

14-LAPH-Form No. 9-Transfer Ink-10,000, 20/1/93.
(The Surveyor is 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.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

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 damage, minor
repairs have been done to
the machinery.— The propeller
was found to be slightly
broken at the tips of
all four blades, & it
is proposed to run
this on her return.—

Mf 26/7/93—

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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