

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

(Received at London Office)

SAT. 16 SEP 1893

Date of writing Report Sept 15 1893 When handed in at Local Office Port of London

No. in Reg. Bk. 532 Survey held at London Date, First Survey Sept 14 Last Survey Sept 15 1893

on the Machinery of the Wood, Iron or Steel S.S. SIBUN Master Hambley

Tonnage { Gross 1796 Vessel built at Sunderland By whom J. Blumer & Co. When 1893 YEAR. MONTH. 3

Net 1137 Engines made at Do. Boilers, when made (Main) 1893 (Donkey) 1893

Registered Horse Power 190 Owners (Loriston, Sons & Co.) Port London Voyage West Indies

No. of Main Boilers Two If Surveyed Afloat or in Dry Dock Brown's Dry Dock Poplar.

Steam Pressure in Main Boilers 165 lbs in Donkey Boiler -

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition.

(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?

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?

Exam. propeller, Stern Bush & Sea connections; Tail end shaft drawn in & examined, all found to be in good condition.

General Observations, Opinion, and Recommendation: This vessel's machinery is now

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

as far as seen in good condition & in my opinion the vessel is eligible to remain as classified without fresh record of survey.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

*State if Certificate is required

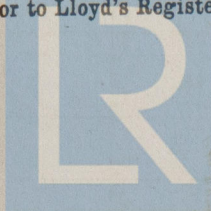
Committee's Minute

Assigned

FRI 22 SEP 1893

as how

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



Lloyd's Register Foundation

Lon 700 - 0076

State if a Report or if not submitted, and when, one will

Certificate to be sent to

14-LEVE Form No. 9—Transfer Ink—10/000, 20/193.

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
this vessel is eligible to
remain AS CLASSED.

N.A.
21-9-93

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



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