

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

No. 54762

FRI 8 SEP 1893

(Received at London Office)

Date of writing Report 7. 9. 93 18 18 When handed in at Local Office 18 Port of London  
 No. in Reg. Book. 318 Survey held at London Date, First Survey Aug. 29 Last Survey Sept. 6 1893  
 (No. of Visits 4)  
318 on the Machinery of the Wood, Iron or Steel S. S. "Oxus" Master                       
 Tonnage { Gross 912 Vessel built at Sold. By whom Shand Slipway Co When 1890 - 6  
 Net 569 Engines made at do When 1890 Boilers, when made (Main) 1890 (Donkey)  
 Registered Horse Power 200 Owners Oxus S. S. Co. Port London Voyage                       
 No. of Main Boilers                      N Surveyed Afloat or in Dry Dock Pontoon  
 Steam Pressure in Main Boilers 160 lbs. (State name of Dock.)  
 in Donkey Boiler                     

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned Surveyed expired.	Machinery and Boiler Surveys (including date of N.B., if any).
-1 100 A1 12.91		-1 L.M.C. 6.90

Last Survey No.                      Port                       
 Particulars of Examination and Repairs (if any)  
 (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.)

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 on Pontoon sea combus. examd. found in good condn.  
 Propeller found to have one blade broken, the broken propeller removed, tail shaft drawn, examd. found in good condn. + a new propeller. now fitted, the stern bush did not req. to be renewed. Grante + thrust rfts. examd. found in good condn.

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 L.M.C. 9,92, as the case may be.)  
appr. eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ ✓ ✓  
 Special Damage Fee (per Section 28) £ 2 : 2  
 Travelling Expenses (if chargeable) £ : :  
 \* State if Certificate is required

Fees applied for  
26/9/1893  
 Received by me,  
11/10/93

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

Committee's Minute FRI 29 SEP 1893

Assigned as now.



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LON 700 - 1090



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

On acc<sup>t</sup> of a propeller blade  
being broken -

a new propeller was  
fitted

MA

26-9-93



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