

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

(Received at London Office)

Date of writing Report Jan 31 1896 When handed in at Local Office London is Port of London

No. in Reg. Book. 556 Survey held at London Date, First Survey and Last Survey Jan 29 1895

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

Tonnage { Gross 1796 Net 1157 Vessel built at Sunderland By whom J. Blumer & Co. When 1893 Boilers, when made (Main) 1893 (Donkey) 1893  
Registered Horse Power 196 Engines made at Do. Owners (Scrutton Sons & Co.) Port London Voyage West Indies  
No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock L.W.J. Dry Dock. 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 since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.1. 7.94		* L.M.C. 3.93

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

(Periodical Surveys, when held, must be reported in detail and serialim 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? Survey not due

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? No

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

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? Completed.

Examined propeller, stem bush, & sea connections fastenings, all found to be in good condition.

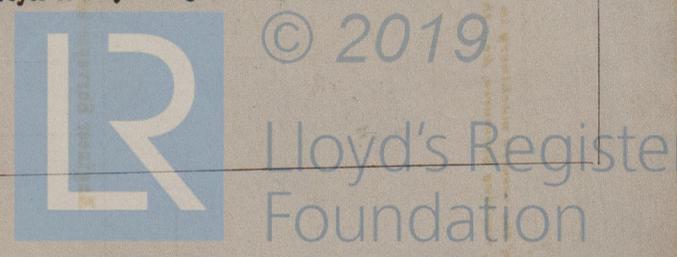
General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4.94, B.&M.S. 4.94 or L.M.C. 4.94, 140 lb., F.B., &c.)

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

\*State if Certificate is required                       
Committee's Minute                       
Assigned                     

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



16—L.R.F.F.—Form No. 9—Transfer Book—A-100, 22/9/84. \*Certificate to be sent to the Registrar of Shipping and the Registrar of Marine Insurance. (The Surveyors are requested not to write on or before the space for Committee's Minute.)

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

