

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

Date of writing Report *1st Jan'y 96* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *1238* Survey held at *Tilbury* Date, First Survey *Decr 24th 95* Last Survey *1st Jan'y 1896*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Curco"* Master *J. F. Anderson*
 Tonnage { Gross *3898* Net *2506* Vessel built at *Glasgow* By whom *J. Elder & Co* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*
 Registered Horse Power *615* Engines made at *St.* Owners *Orient S. N. Co.* Port *Liverpool* Voyage *Australia*
 No. of Main Boilers *Four* No. of Donkey Boilers *One* Steam Pressure in Main Boilers *150* in Donkey Boilers *150*
 If Surveyed Afloat *in Dry Dock* *Tilbury wet & dry dk.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *56911* Port *Lon.*Particulars of Examination and Repairs (if any) *Compl'd 5th Survey.*

(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?

Has the propeller shaft been drawn and examined at this time?

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

Vessel placed in dry dock. - all sea and bilge connections exd. also prop^r and prop^r fastenings. The whole of the machinery (with exception of prop^r shaft) opened out and examined. The Main & Donkey boilers examined internally & externally - their safety valves examined & the latter adjusted under steam.

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 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. 1,94, B.M.S. 1,94 or L.M.C. 1,94, 140 lb., &c.)

in safe working condition and eligible, in my opinion, to remain as classed with record of L.M.C. 1.96 entered in the Register Book

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

Survey Fee (per Section 28) £ *5:10:0*

Special Damage Fee (per Section 28) less 10% £ : 11: -

Travelling Expenses (if chargeable) £ *4:19: -*

Fees applied for

13/11/96

Received by me,

29/1/96

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

State if Certificate is required

Committee's Minute

Assigned

TUES. JAN 14 1896

FRI. MAY 15 1896

FRI 6 NOV 1896

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Lloyd's Register

Foundation

LON 707 - 0436