

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

(Received at London Office)

FRI. FEB 7 1896

Date of writing Report 5th Febr. 1896 When handed in at Local Office 18 Port of London

No. in Reg. Book 359 Survey held at Tilbury Date, First Survey Decr 30th Last Survey 23rd Janry 1896

on the Machinery of the Wood, Iron or Steel S. S. "Cayo Mono" Master W. E. Pope

Tonnage { Gross 2711 Net 1756 Vessel built at Newcastle By whom C. S. Swan & Hunter When 1893 YEAR. MONTH. 10.

Registered Horse Power 267 Engines made at Hartlepool When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

No. of Main Boilers 2 Owners Cuban S. S. Co. (Lim) Port London Voyage Continent

No. of Donkey Boilers 1 If Surveyed At or in Dry Dock Tilbury dry dock. (State name of Dock.)

Steam Pressure in Main Boilers 160 in Donkey Boilers 80

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage.

(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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not due for survey.

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? No

At what pressure were they afterwards adjusted under steam? Not adjusted

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

To what pressure were they afterwards adjusted? Not adjusted

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

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

Now done on account of damage - stated to have been caused through grounding off St. Catherine's Point on the 20th December 1895. —
A New Solid propeller fitted. The propeller shaft drawn inboard and examined, also the remainder of the shafting, condenser, all pumps and sea-cocks.

General Observations, Opinion, and Recommendation:— This vessel's machinery is
 (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.D., &c.)
now in safe working condition and eligible, in our opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ : :	<u>7.2.18 96</u>
Special Damage Fee (per Section 28).....	£ 2 : 2 : 0	
Travelling Expenses (if chargeable).....	£ - : 4 : -	Received by me,
	<u>1-18-</u>	<u>25/2/96</u>

State if Certificate is required

Committee's Minute TUES. FEB 11 1896

Assigned As now

A. Elliott & J. W. Black
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.