

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

(Received at London Office

FRI. MAY 8 1896

Date of writing Report 7 May 1896 When handed in at Local Office 7 May 1896 Port of London
No. in Reg. Book. Survey held at London Date, First Survey May Last Survey 6 May 1896
on the Machinery of the Wood, Iron or Steel S.S. Tiburon Master M. Keyli
Tonnage { Gross 1746 Net 1137 Vessel built at Sunderland By whom Blum & Co When 1893.3
Registered Horse Power 216 Engines made at When '93 Boilers, when made (Main) '93 (Donkey) '93
No. of Main Boilers 1 Owners Scrutton & Co Port London Voyage to India
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In Dry Dock
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock In Dry Dock
in Donkey Boilers 70

Last Survey No. Port Particulars of Examination and Repairs (if any) While in dry dock. +100 A! 10.15. +100 3.93
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).
Part awwing dk with freeboard.

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

Now done. Tail Shaft Propeller and outside fastenings of Sea Connection examined and found good. Stern-bush part re-lined with Sycamore - 2 in.

General Observations, Opinion, and Recommendation:—
(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)
The machinery of this vessel is in good condition and in my opinion eligible to remain as classed without break record.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18
Survey Fee (per Section 28) £ : : Received by me, 18
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
*State if Certificate is required
Committee's Minute TUES. MAY 26 1896
Assigned as now.

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

Due to wear & tear. Iron bush rewooded.

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.

Ans.
22.5.96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation