

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

(Received at London Office

FRI. 15 JAN 1897

Date of writing Report Jan 14 1897 When handed in at Local Office London is 1897 Port of London

No. in Reg. Book 856 Survey held at London Date First Survey Jan 13 1897 Last Survey Jan 13 1897

on the Machinery of the Wood, Iron or Steel S.S. "Bulshire" Master Cutbert

Tonnage { Gross 5574 Net 3636 Vessel built at Gwe. By whom Hawthorn Leslie & Co. When 1893 YEAR. MONTH. 12

Registered Horse Power 422 Engines made at 50 When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

No. of Main Boilers 2 Owners (Dunlop, Martin & Co) Port Glasgow Voyage Australia

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Shames Ltd

Steam Pressure in Main Boilers 160 lbs in Donkey Boilers 100 lbs

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

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Docking

(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.)

CHARACTER	Date of last Survey and of Periodical Surveys.	Year Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey.			
	<u>100 A.1.7.96</u>		<u>L.M.C. 12.93.</u>

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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? -

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? No

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

Examined propeller, stem bush, & sea connections' fastenings, found propeller boss cracked. A new propeller boss has now been fitted.

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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

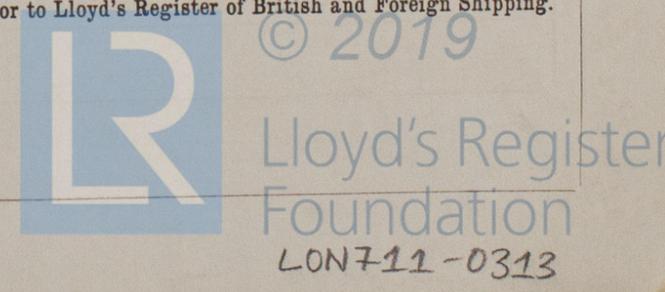
Office or Registration Fee (per Sec. 27)	Survey Fee (per Section 28)	Special Damage Fee (per Section 28)	Travelling Expenses (if chargeable)	Fees applied for
£ : :	£ : :	£ : :	£ : :	18
				Received by me,
				18

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute TUES 26 JAN 1897

Assigned as now



Propeller boss found cracked - now renewed

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.

R.E.

22/1/97.

Omitted from Limited  
list. See endorsement  
on Ous by re  
Harmsley & Baker  
dated 7/6/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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