

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 18 Port of London
No. in Reg. Book 886 Survey held at London Date First Survey and Last Survey Jan 13 1897
on the Machinery of the Wood, Iron or Steel S.S. "Bulworth" Master Cuthbert
Tonnage Gross 5574 Net 3636 Vessel built at New By whom Hawthorn Leslie & Co When 1893 12
Registered Horse Power 422 Engines made at 50 When 1893 Boilers, when made (Main) 1893 (Donkey) 1893
No. of Main Boilers 2 Owners (Dumbell, Martin & Co) Port Glasgow Voyage Australia
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock James 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 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.)

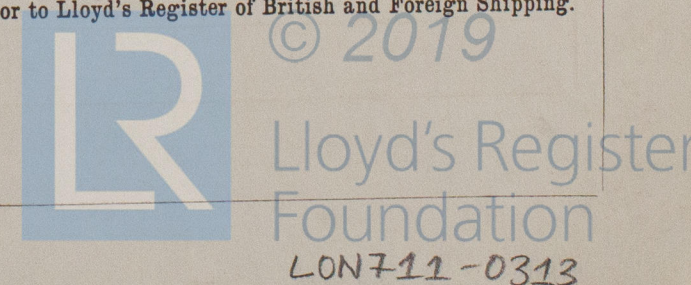
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " " "
If this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal examination, 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?

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.

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

State if Certificate is required
Committee's Minute
Assigned
TUES 26 JAN 1897
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 Ours by re
Hawthorn & Buckle
dated 7/6/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation