

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

No. *49354* Port of *London* Date of Writing Report *20. 6. 87* 188
 No. in Reg. Book. Survey held at *London* Date, first Survey *June 9* Last Survey *June 18* 1887
 (No. of Visits)
291 on the Machinery of the *S. S. "Thornbrough"* Tons, Net *463* Gross *739*
 X Surveyed Afloat *&* in Dry Dock *Limitleu* Vessel built at *Newcastle* in 1876 Engines made in 1876
 (State name of Dock.)
 No. of Main Boilers *One* Made in 1876 Donkey Boiler made in 18 Working Pressure, Main Boilers *75* lbs.;
 Working Pressure, Donkey Boiler *65* lbs.; Owners *J. Fenwick & Son* Port
 Last Survey No. *46176* Port *Don* Class of Vessel and Machinery *90A1 LMC 3.84*
 (As in Register Book.) *B.S. 5. 86.*

Particulars of Repairs and Examination *For Annual Survey*

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *Yes*

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?

Vessel placed in dry dock, sea connections examined & found to be in good condition, the propeller & fastenings sound & the tail shaft a good fit in stern bush.

Main boiler examined internally & externally. Port wing comb. chr. plate has been cropped about 18" from bottom & new riveted stays fitted into the new plate, middle furnace ends in saddle plate have had enlarged corner pieces fitted, & an extra stay fitted where the plate was found to be much bulged in back of comb. chr. The back seam in shell has been fitted with a covering plate about 5 feet long, & doubling plates fitted at back of main chucks. Safety valves in good condition & set under steam to the working pressure of 75 lbs.

Donkey boiler examined, found in good condition. Safety valve good, & set under steam to 65 lbs.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The boilers being now in good & safe working condition renders the vessel eligible in my opinion to remain as classed than the notification B.S. 6. 87 recorded, provided that the boilers are again examined within 12 mths. as per rule.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2:	188
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	24. 6. 1887

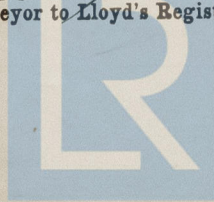
Geo. P. Wicks
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRIDAY 24 JUNE 1887

Assigned

B.S. 6, 87



Lloyd's Register
 Foundation

It is submitted that this vessel is eligible to have the notification B & L 87 recorded. The boilers being subject to resurvey as per Rule.

DR

20/6/87

