

47354

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

No. 47354 Port of London (Received at London Office, Date of Writing Report 20.6.87 1887)
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
 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 London
Last Survey No. 46176 Port London Class of Vessel and Machinery 90A1 LMC 3.84
(As in Register Book.) B.S. 5.86

Particulars of Repairs and Examination In 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 nutted 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 base of comb. chr. The base seam in shell has been fitted with a covering plate about 5 feet long, & doubling plates fitted at base 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:— The boilers being now in
(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.)

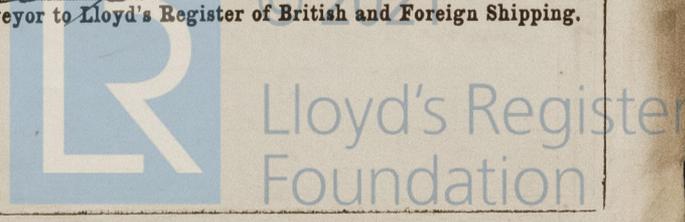
good & safe working condition renders the vessel eligible in my opinion to remain as classed than the notification B.S. 6.87 recorded, provided that the boilers are again examined within 12 mths. as per rule.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 188 received by me, 24.6.1887
Survey Fee (per Section 28)	£ 2 : 2:	
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

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

Committee's Minute FRIDAY 24 JUNE 1887

Assigned B.S. 6, 87



T. & S. Form No. 9—Transfer Ink—5000, 19/9/87. *Certificates to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.

LON 680-0303

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

DR
20/6/87



СРОКЪ ВЪЛАНІЯ ТОЙ УЧУВАЮЩА ДО ПЛОЩАДИ
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