

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

MONDAY 27 FEB 1888

(Received at London Office,

Date of Writing Report

188

No. *379* Port of *London* Date, first Survey *Feb. 1* Last Survey *Feb. 23* 1888
 No. in Reg. Book. Survey held at *London* (No. of Visits *4*)

379 on the Machinery of the *S. S. "Pierwick"* Tons, Net *731* Gross *1141*
 Surveyed Afloat & in Dry Dock *Millwall* Vessel built at *Sundld.* in 1871 Engines made in 1871
 (State name of Dock.)

No. of Main Boilers *2* Made in 1880 Donkey Boiler made in 18 Working Pressure, Main Boilers *76* lbs.;
 Working Pressure, Donkey Boiler lbs.; Owners *C. C. Barton* Port *N. Shlds.*

Last Survey No. Port Class of Vessel and Machinery *90A1 L.M.C. 12.84.*
 (As in Register Book.)

Particulars of Repairs and Examination *In S. S. No. 1.*
 (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?.....

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 in good condition, the propeller & its fastenings sound & the tail shaft down 1/4" in Stern bush.

Examined cylinders, slides, air, circulating, feed & bilge pumps & valves all found in good condition, crank, thrust & tunnel shaft in good condition.

Main boilers examined internally & externally, furnace sides, more or less pitted, two of these have had shield plates now fitted & a few rivets in other parts. Boilers retubed throughout, shells in good condition.

Safety valves examined, in good condition & tested under to the working pressure of 70 lbs.

Which boiler examined, furnace sides bulged in line of fire bars, these have had stays fitted at some former time, remainder of boiler in good condition. Safety valve in good condition & set under steam to 50 lbs.

General Observations, Opinion, and Recommendation:— *The machinery being now in good & safe working condition renders the vessel eligible in my opinion to remain as classed & the notification T.M.C. 2.88 recorded, subject to the boilers being examined within 12 months as per rule.*
 (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.)

Office or Registration Fee (per Sec. 27).....	£ : :	} Fees applied for	
Survey Fee (per Section 28)	£ 3 : 3 :		} <i>63</i> 1888
Special Damage, Fee (per Section 28)	£ : :		
*Certificate (if required) as per margin	£ : 5 :		
Travelling Expenses (if chargeable)	£ : :	} Received by me,	
			} <i>93</i> 1888

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

Committee's Minute *FRIDAY, 9 MARCH 1888*
 Assigned *L M C 2/88*

FRIDAY 10 AUGUST 1888



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

LOND 687 0207

It is submitted that this
vessel should have LMC 2.88
Recorded.

MS
5.3.88

