

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

48637

(Received at London Office,)

WEDNES. 11 JULY 1888

No. 54 Date of Writing Report July 11<sup>th</sup> 1888 Port of London  
 No. in Reg. Book. 54 Survey held at London Date, first Survey July 3<sup>rd</sup> Last Survey July 10<sup>th</sup> 1888  
 on the Machinery of the S. S. Tanfield Master Bowdell No. of Visits 2  
 Tonnage { Gross 482 Net 465 Vessel built at Newcastle By whom Palmer Bros When 1864 12  
 Registered Horse Power 90 Engines made at Newcastle When 1877 Boilers, when made (Main) 1877 (Donkey)  
 No. of Main Boilers 2 Owners J. Fenwick & Sons Port London Voyage  
 Steam Pressure in Main Boilers 45 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery A. 1. 6. 84  
 in Donkey Boiler None (State name of Dock.) (as in Register Book.) L. M. C. 5. 84

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Boiler 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?  
 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?

*This ship being in Limerick's dry dock, examined propeller fastenings & sea connections & found them in good condition. Tail shaft worn down in the bush 1/4" scant. Examined main boilers & steam domes & found patch in one furnace leading also shell slightly leading & one nut in steam space. These defects have all been made good & the boilers are now in good condition. Tested safety valves to 45 lbs per sq inch & found them satisfactory. A new crankshaft has been fitted & bedded down, old shaft to be used as a spare one.*

## General Observations, Opinion, and Recommendation:—

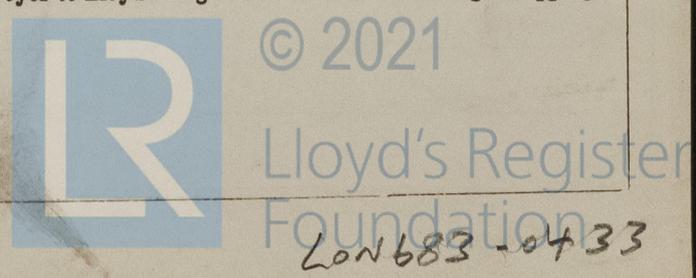
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)  
*The machinery of this vessel as far as seen is in good condition & she is eligible in my opinion to remain classed & to have the notification B.S. 7.86 recorded in the Register Book*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 18. 7 188 Received by me, 24/7 188 W.J.P.
Survey Fee (per Section 28) .....	£	2	2	
Special Damage, Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable) .....	£	:	:	

*Maurice Gibson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 20 JULY 1888

Assigned B S 7/88



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

It is submitted that this vessel is eligible to have the notification B S 7.68 recorded.

DP  
18/7/88

