

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 11th 1888* Port of *London*
 Reg. Book. *Survey held at London* Date, first Survey *July 3rd* Last Survey *July 10th 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. 8. 4*
 in Donkey Boiler *None* (State name of Dock.) (as in Register Book.) *L. M. C. 5. 8. 7*

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 $\frac{1}{4}$ " scant.

Examined main boilers & steam domes & found patch in one furnace leaking also shell slightly leaking & 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. 8. 6 recorded in the Register Book

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

Committee's Minute *FRIDAY 20 JULY 1888*

Assigned *B S 7/88*

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

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

DP
18/7/88

