

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

No. _____ Date of Writing Report 10 Mar 1889 Port of London
 No. in Reg. Book. 469 Survey held at London Date, first Survey Feb 23 Last Survey Mar 2 1889
 on the Machinery of the Iron ship "Trevithick" Master Browne No. of Visits 4
 Tonnage Gross 489 Net 379 Vessel built at Newcastle By whom Palmer When 1866 YEAR. MONTH. 2
 Registered Horse Power 99 Engines made at London When 1873 Boilers, when made (Main) 1873 (Donkey) 1873
 No. of Main Boilers _____ Owners J. Fenwick & Son Port Newcastle Voyage Newcastle
 Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Limekiln (State name of Dock.)
 in Donkey Boiler _____ Class of Vessel & Machinery A 1-7,88
 (As in Register Book, including date of last Boiler Survey.) B + M.S. - 2,88
BS - 11,88

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage to tail shaft

(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?

The after liner on tail shaft was found to be seriously scored & slack in the centre part on tail shaft, & the stern bush also deeply scored, stated to have been due to vessels grounding, these have now been renewed. Tail shaft found in good condition.

Sea connection in good condition

General Observations, Opinion, and Recommendation:— The machinery being now as far as seen in a sound & efficient condition under the vessel eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ : :	188
Special Damage Fee (per Section 28)	£ 0 : 0	received by me,
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable).....	£ : :	188

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

Committee's Minute TUES 12 MARCH 1889
 Assigned Remain as classed



LON 685-0230

N.B.— If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this
vessel is eligible to remain
as classed.

M.D.

11.3.89

