

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

No. *274* Date of Writing Report *Dec 14<sup>th</sup> 1889* Port of *London*  
 Survey held at *The Berretto Greenwich* Date, first Survey *Dec 11<sup>th</sup> 1889* Last Survey *Dec 11<sup>th</sup> 1889*  
 on the Machinery of the *S. S. Henry Morton* Master  
 Tonnage Gross *998* Net *634* Vessel built at *Newcastle* By whom *Palmer's Co* When *1860* 10  
 Registered Horse Power *99* Engines made at *McCulloch's Shop* When *1874* Boilers, when made (Main) *1874* (Donkey) *1888*  
 No. of Main Boilers *2* Owners *J. Fenwick & Sons* Port *London* Voyage *Fairway*  
 Steam Pressure in Main Boilers *40* If Surveyed Afloat or in Dry Dock *Afloat*  
 in Donkey Boiler *None* (State name of Dock.)  
 Class of Vessel & Machinery *BS. 3.58*  
 (As in Register Book, including date of last Boiler Survey.) *MS. 9.85*  
*2. 20. 878* *2. 1. 9.88*

Last Survey No. *149388* Port *Lon.*  
 Particulars of Examination and Repairs (if any)

(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?

*Examined main boilers internally. Two of the port boiler furnaces being partially collapsed were supported by an angle iron hoop in centre, in November last. The inside furnace in star boiler being also partially collapsed has been treated in the same way.*

*owners state that boilers & machinery are to be taken out in March next & new engines & boilers are to be put in ship*

*safety valve lever weighted pressure reduced from 45 to 48 lbs*

## 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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)  
*In my opinion this vessel's boilers & machinery are eligible to remain as classed, provided that the furnaces are run again within four months of present date. BS. 10.89 to be recorded*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 1 : 10	19. 12. 1887
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	21. 12. 1887

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

Committee's Minute *FRIDAY 20 DEC 1889*  
 Assigned *BS 10/89*  
*require no further survey*  
*Deferred* *TUES 31 DEC 1889*  
*Inform* *Lloyd's Register*  
*Foundation* *Lon 688-0084*



It is submitted that this vessel  
is eligible to have B.S. 10.89  
recorded subject to the  
furnaces being again  
examined within  
4 mos

A.D.  
19.12.89



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