50963

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

(Received at London Office. TUES 5 AUGUST 1890)

No. ..... Date of Writing Report August 2nd 1890 Port of London

No. in Reg. Book. 172 Survey held at London Date, first Survey July 28th Last Survey August 1st 1890 No. of Visits 3

on the Machinery of the T. B. Newburn Master Payn

Tonnage: Gross 405 Net 450 | Registered Horse Power 99 | No. of Main Boilers One | Steam Pressure—in Main Boilers 100 | in Donkey Boiler ✓

Vessel built at Sunderland By whom T. Laing When 1861 (Year. Month.) 3

Engines made at Newcastle When 1883 Boilers, when made (Main) 1883 (Donkey) ~~1884~~

Owners T. Fenwick Port London Voyage

If Surveyed Afloat or in Dry Dock Limekilns (State name of Dock.)

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) A 1.7.89 + LMC. 7.89 + NE + B. 83

Last Survey No. ..... Port S.D. Lon 201.89

## 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 not, if not, 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?

Main boiler examined, sundry minor repairs caulking &c done.

Sea connections & propeller fastenings examined result satisfactory

Main valves blow at 100 lbs. No double boiler

## 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.)

As far as seen this vessels machinery is in good condition, & eligible in our opinion to remain as classed & to have B.S. 8.90 recorded

| | | |
|---|---|---|
| Office or Registration Fee (per Sec. 27) | £ : : | Fees applied for 5/8 1890 |
| Survey Fee (per Section 28) | £ 1 : 0 : | |
| Special Damage Fee (per Section 28) | £ : : | |
| *Certificate (if required) as per margin | £ : : | received by me, 6/8 1890 |
| Travelling Expenses (if chargeable) | £ : : | |

Maurice Pikson & H. P. Gorrish

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

Committee's Minute FRI 8 AUGUST 1890

Assigned BS 8/90

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

T. & S. Form No. 2—Transfer Ins. —6600, 9/12/89. * Certificate to be sent to ..... Surveyor's Report also now st... or if not whether, and when, on

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



LON890 - 0250

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 have B.S. 8-90 recorded.

W.A.
5.8.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.