

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

No. *60* Date of Writing Report *March 31<sup>st</sup> 1890* Port of *London*  
Reg. Book. Survey held at *London* Date, first Survey *March 25<sup>th</sup>* Last Survey *March 27 1890*  
on the Machinery of the *A.P. Tanfield* Master *Pratt* No. of Visits *2*  
Tonnage { Gross *165* Net *482* Vessel built at *Newcastle* By whom *Palmer Bros & Co* When *1864* 12  
Registered Horse Power *90* Engines made at *"* When *1864* Boilers, when made (Main) *1877* (Donkey) *-*  
No. of Main Boilers *✓* Owners *J. Pennington & Sons* Port *London* Voyage  
Steam Pressure in Main Boilers *45 lbs* If Surveyed Afloat or in Dry Dock *Union*  
in Donkey Boiler *50 lbs* (State name of Dock.)

Last Survey No. *4477* Port *London* Class of Vessel & Machinery  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
*S.S. LON. 201.87* *A 1.5.89*  
*B.S. 6.89* *LMC. 12.89*

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 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 vessel had a new liner fitted on tail shaft, also a new brass stern bush fitted at Tilbury, in December last. These having been too fine a fit had seized & the stern bush had been running round in the stern tube*

*Tail shaft drawn & cleaned up in the lathe & a new stern bush fitted, satisfactory*  
*Sea cocks & sea connections in order*

## 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 vessel's machinery is in good condition, & chiefly in my opinion to remain as classed*

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

Committee's Minute *THURS 3 APRIL 1890*  
Assigned *Remain as classed*  
*THURS 26 MAR 1891*  
*TUES 31 MAR 1891*  
*TUES 4 AUG 1891*  
*FRI 5 DEC 1890*  
*TUES 9 DEC 1890*  
*FRI 24 JUL 1891*  
*Lloyd's Register Foundation*  
*LON 692-9280*



It is submitted that this  
vessel is eligible to  
remain as  
Classed—  
N.A.  
2-4-90

