

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

No. \_\_\_\_\_ Date of Writing Report *June 29<sup>th</sup> 1891* Port of *London*  
No. in Reg. Book *231* Survey held at *London* Date, first Survey *June 23<sup>rd</sup> 1891* Last Survey *June 23<sup>rd</sup> 1891*  
on the Machinery of the *S.S. Henry Morton* Master *Arvan* No. of Visits *1*  
Tonnage Gross *922* Net *570* Vessel built at *Newcastle* By whom *Palmer's Co* When *1860* 10  
Registered Horse Power *106* Engines made at *"* When *1890* Boilers, when made (Main) *1890* (Donkey) *✓*  
No. of Main Boilers *1* Owners *H. James & L. Hemmell* Port *London* Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *London & Co* Class of Vessel & Machinery  
in Donkey Boiler *✓* (State name of Dock.) \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *A 1.5.90 + LMC 5.90 + NE + B 5.90 S.O. Lon 20 3-4.89*  
Last Survey No. *57804* Port *Lon*

Particulars of Examination and Repairs (if any) *Annual*  
(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 Main Boiler separately and make a thorough examination at this time? \_\_\_\_\_  
Do. " Donkey " " " " \_\_\_\_\_  
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? \_\_\_\_\_  
Did the Surveyor examine the Safety Valves of the Main Boiler? \_\_\_\_\_  
At what pressure were they afterwards adjusted under steam? \_\_\_\_\_  
Did the Surveyor examine the Safety Valves of Donkey Boiler? \_\_\_\_\_  
At what pressure were they afterwards adjusted? \_\_\_\_\_

*Sea connections & propeller fastenings found in good condition*

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, R.S. 1,89, B.&M.S. 1,89, or ~~X~~L.M.C. 1,89, as the case may be.)

*Eligible 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).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

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

\* State if Certificate is required \_\_\_\_\_  
Committee's Minute *FRI 3 JUL 1891*  
Assigned *as now*



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.

W.A.

2-7-91



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.