

52128

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

Received at London Office **FRI 17 JUL 1891**

No. *174* Date of Writing Report *July 16th 1891* Port of *London*

No. in Reg. Book *174* Survey held at *himchouse* Date, first Survey *July 9th* Last Survey *July 15th 1891*

on the Machinery of the *s/s. "Newburn"* Master *W. Payne* No. of Visits *3*

Tonnage Gross *680* Net *420* Vessel built at *Sunderland* By whom *J. Hainig* When *1861* MONTH *3*

Registered Horse Power *99* Engines made at *Newcastle* When *1888* Boilers, when made (Main) *1888* (Donkey) *-*

No. of Main Boilers *one* Owners *J. Fenwick Hon* Port *London* Voyage *-*

Steam Pressure in Main Boilers *100 lbs* If Surveyed Afloat or in Dry Dock *himchouse* Class of Vessel & Machinery *A. 1. 7. 90*

Donkey Boiler *-* *50963* *dry dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ NE 13-88*

Last Survey No. *1-89* Port *Lon:* *+ June 7-89*

Particulars of Examination and Repairs (if any) Annual Boiler Survey.

(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 computed from *1858-90*

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? *yes*

Do. " Donkey " " " " *no donkey boiler.*

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? *yes*

At what pressure were they afterwards adjusted under steam? *100 lbs per sq inch.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *✓*

To what pressure were they afterwards adjusted? *✓*

Examined main boiler & adjusted safety valves under steam
Examined sea-cocks, fastenings, propeller & propeller fastenings

General Observations, Opinion, and Recommendation:— *Sofat as seen the machinery*
 (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 X.L.M.C. 1.89, as the case may be.)
of this vessel is in good condition & in my opinion is eligible to remain as classed and to have B.S. 7. 91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27) *1. 0. 0* Fees applied for *20/7/1891*

Survey Fee (per Section 28) *1. 0. 0*

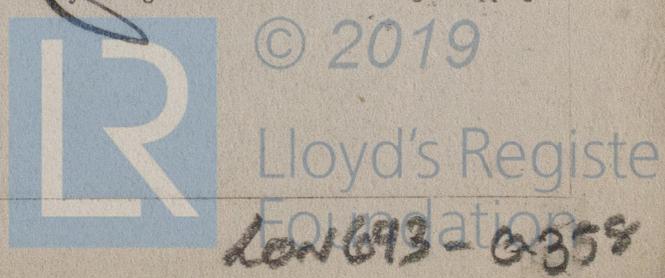
Special Damage Fee (per Section 25) *-*

Travelling Expenses (if chargeable) *-*

Received by me, *J. P. Cornish* 22/7 1891
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 21 JUL 1891*

Assigned *RS 4/91*



State if a Report is also now sent on the Ship or if not, and when, one will be sent.

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

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. 7-91
recorded.

N.A.
20.7.91



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BE SURVEYORS REPORT NOT TO WRITE ACROSS THIS MARGIN.