

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

52200

(Received at London Office, 8 AUG 1891)

No. 433 Date of Writing Report Aug: 7<sup>th</sup> 1891 Port of London  
 No. in Reg. Book 433 Survey held at hinchhouse Date, first Survey July 28<sup>th</sup> Last Survey Aug: 1<sup>st</sup> 1891  
 on the Machinery of the S/S "Stretthick" Master Brown No. of Visits 3  
 Tonnage Gross 459 Net 459 Vessel built at Newcastle By whom Palmer's Co When 1866  
 Registered Horse Power 99 Engines made at London When 1873 Boilers, when made (Main) 1873 (Donkey) —  
 No. of Main Boilers 2 Owners J. Frimwick & Son Port Newcastle Voyage —  
 Steam Pressure in Main Boilers 75 lbs If Surveyed Afloat or in Dry Dock hinchhouse dry dock Class of Vessel & Machinery A 1-2-90  
 in Donkey Boiler none (State name of Dock.) hinchhouse dry dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) Jan 5, 2-88  
 Last Survey No. 1-88 Port Shl: Hull 13.8.2-90

## Particulars of Examination and Repairs (if any) Special 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 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? Yes

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 cylinders, pistons, slide valves, pumps, condenser, sea-cocks, crank & thrust shafts.  
 Examined boilers safety valves & superheater, satisfactory weighted valves to blow at 75 lbs per sq inch pressure.  
 Propeller, stern-brush, & sea-cock fastenings found to be in good order.

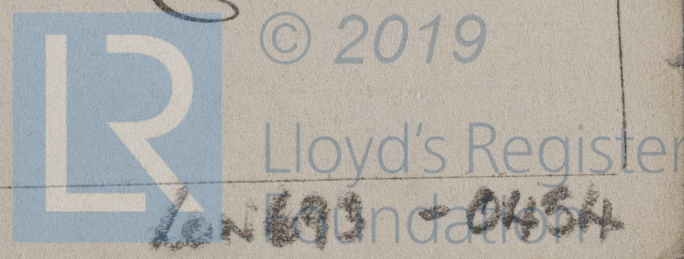
General Observations, Opinion, and Recommendation:— So far as seen the machinery is in a safe working condition & is in my opinion to remain as classed and to have B.M.S. 8-91 recorded in the Register Book.

(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.)

Office or Registration Fee (per Sec. 27)..... £ 3.10.0 Fees applied for 10/9 18 91  
 Survey Fee (per Section 28) ..... £ : :  
 Special Damage Fee (per Section 28) ..... £ : :  
 \*Certificate (if required) as per margin ..... £ : :  
 Travelling Expenses (if chargeable)..... £ : :  
 received by me, 11/8 18 91

Committee's Minute B. & M.S. 8/91  
 Assigned B. & M.S. 8/91

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





It is submitted that this vessel  
is eligible to have

B. M. S. & 91

recorded

W. A.

10.8.91



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