52200

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

(Received at London Office, 8 AUG 1891)

No. _____ Date of Writing Report Aug: 7th 1891 Port of London

No. in Reg. Book. 433 Survey held at Limehouse Date, first Survey July 28th - Last Survey Aug: 1st - 1891

on the Machinery of the S/S "Trewhick" Master Brown No. of Visits 3.

Tonnage { Gross 753 / Net 459 | Vessel built at Newcastle By whom Palmers' Co When Year 1866 Month 2

Registered Horse Power 99 | Engines made at London When 1873 Boilers, when made (Main) 1873 (Donkey) —

No. of Main Boilers 2 | Owners J. Trewick & Son Port Newcastle Voyage

Steam Pressure— in Main Boilers 75 lbs | If Surveyed Afloat or in Dry Dock (State name of Dock.) Limehouse Dry Dock | Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + A 1-2-90 Spl S. 2-88 B.S. 2-90

in Donkey Boiler none

4316

Last Survey No. 1-88 Port Shl: Hull

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, & seacock fastenings found to be in good order.

General Observations, Opinion, and Recommendation:— So far as seen the machinery is in a safe working condition & eligible 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.)

	£	s.	d.
Office or Registration Fee (per Sec. 27)	3	10	0
Survey Fee (per Section 28)			
Special Damage Fee (per Section 28)			
*Certificate (if required) as per margin			
Travelling Expenses (if chargeable)			

Fees applied for 6/8/91 received by me, 11/8 1891

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

FRI 14 AUG 1891

Committee's Minute

Assigned B. + M.S. 8/91

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

below the space for Committee's Minute.)

on the Ship will be sent.

not wherein, &c.

ports are requested no.

LR 693 - 0454

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. & M.S. 8-91

recorded.

N.A.

10.8.91