

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

No. 53730

MUN. 10 OCT 1892

Date of writing Report Oct. 8th 1892 When handed in at Local Office London is Port of London

No. in Reg. Book. 74 Survey held at London Date, First Survey Sch. 30th Last Survey Oct. 6th 1892

on the Machinery of the Wood, Iron or Steel S.S. "TANFIELD" Master L. W. Hall

Tonnage { Gross 734 Net 441 Vessel built at Newcastle By whom Calman Bros. & Co. When 1864 YEAR. MONTH.

Registered Horse Power 90 Engines made at Newcastle When 1877 Boilers, when made (Main) 1877 (Donkey) 1877

No. of Main Boilers one Owners W. C. J. Corp. Wright (London) Port London Voyage Wales

Steam Pressure in Main Boilers 75 lbs If Surveyed Afloat or in Dry Dock (State name of Dock.)

in Donkey Boiler

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>FAI</u>	<u>10.91</u>	<u>L.M.C.</u>
<u>S.S. Lon. No. 3-6.83</u>		<u>12.89</u>
<u>S.S. Lon. No. 2.89</u>		<u>B.S. 7.92</u>

Last Survey No. Port

Particulars of Examination and Repairs (if any) Compl. S.S.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in Dry Dock; fastenings of Sea connections, also Propeller examined and found good; Tail shaft drawn in, found badly fitted and reduced in place, and replaced by new 8 1/4 in dia. - Stem bush re-lined and Propeller re-fitted and firmly secured.

Examined cylinders, pistons, slides, air, circulating, feed and bilge pumps and valves, all found in good condition. Crank, thrust and shafting also examined and found in good condition.

General Observations, Opinion, and Recommendation: The above completes the

(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. 0.02, B.&M.S. 0.02 or L.M.C. 0.02, as the case may be.)

Special Survey and the Machinery being now in good & safe working condition, we are of opinion that this vessel is eligible to remain as classed and to have the notation: - L.M.C. 10-92 recorded in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ - - -	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 10 : 0	<u>10/10/1892</u>
Special Damage Fee (per Section 28).....	£ - - -	Received by me,
Travelling Expenses (if chargeable).....	£ - - -	<u>11/10/92</u>

*State if Certificate is required

Committee's Minute

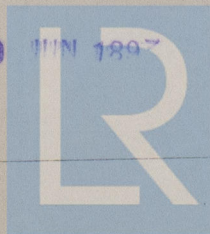
Assigned

TUES. 11 OCT 1892

TUES. 20 JUN 1897

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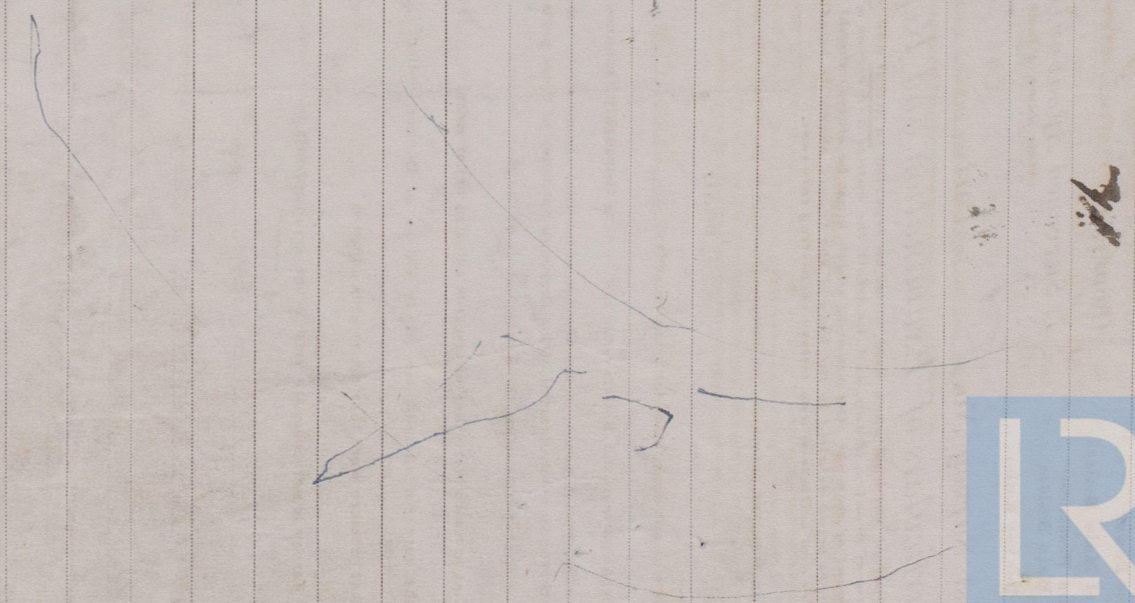
Lloyd's Register Foundation



LDN 697-0158

It is submitted that
this vessel is eligible for
THE RECORD L.M.C. 7.92
C.V.
10.11.92

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