

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

SA 12 NOV 1892

Date of writing Report Nov. 11th 1892 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Oct. 24th Last Survey Nov. 24th 1892

on the Machinery of the ~~Wood~~ Iron or Steel S.S. "HENRY MORTON" Master C. W. Chute

Tonnage { Gross 933 Net 570 Vessel built at Newcastle By whom Salmons' & Co. When 1860-10

Registered Horse Power 106 Engines made at Newcastle When 1890 Boilers, when made (Main) 1890 (Donkey) ✓

No. of Main Boilers one Owners W. P. L. Corp. & Wright Port London Voyage Lyn

Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock (State name of Dock.) Limited Dry Dock

in Donkey Boiler ✓

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.)

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

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
For Special Survey.		(Including date of N.B., if any).
Date of last Survey and of Periodical Surveys.		
6.91		
S.S. Lon. W. 3-4.89		
		N.E. & B. 5.90
		L.M.C. 5.90

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?

Boiler Survey completed
See Lon. Rpt. No. 53504

Vessel placed in Dry Dock:-

Examined fastenings of Sea connections, also

Exhauster and found same in good condition.

Cylinders, pistons, slides, air, circulating, feed and bilge pump and valves also examined and found in good order.

On examination of Thrust and Shafting, found the middle crank pin loose, the same having shifted about 3/8" from the webs in a lateral direction. Thrust and other parts found good.

A new middle crank shaft (built as before) was supplied by Messrs J. Spencer & Sons of Newburn, and the same has been fitted in lieu of the original one.

Art. No. 1137

Sgd by J. C. Craig, Newcastle

Marks Stamped on Shaft:

LLCYDS
No 1328 B.
J.C.

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, B.S. 9,92, B.&M.S. 9,92 or X.L.M.C. 9,92, as the case may be.)

The above completes the 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 & have the notation: L.M.C. 7-92 recorded in the Register Book

Office or Registration Fee (per Sec. 27)	£ - - - -	Fees applied for	124 11/18 92
Survey Fee (per Section 28)	£ 4 - 0 - 0		
Special Damage Fee (per Section 28)	£ - - - -	Received by me,	15/11/92
Travelling Expenses (if chargeable)	£ - - - -		

*State if Certificate is required

Committee's Minute TUES. 15 NOV 1892

Assigned L.M.C. 7, 92

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

It is submitted that
this vessel is eligible for
THE RECORD

4 m.c. 7.92

on account of the middle
crank pin being loose the
middle crankshaft has
been renewed.

Chf.

12.11.92

The record should
be + 4 m.c. 7.92

Chf.

17.11.92

