

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

No. 53830

TUES. 8 NOV 1892

Date of writing Report Nov. 7th 1892 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Oct. 19th Last Survey Oct. 28th 1892

496 on the Machinery of the ~~Wood~~ Iron or Steel S.S. "TREVE THICK" Master J. Brown

Tonnage { Gross 755 Net 459 Vessel built at Newcastle By whom Palmers Cr. When 1866. 2

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

No. of Main Boilers one Owners Messrs J. Fenwick & Son Port London Voyage Newcastle

Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Dry Dock - Lincolnton Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler ✓

Last Survey No. Port

Particulars of Examination and Repairs (if any) Boiler Survey

(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:- Examined jointing of Sea connections, also Propeller and found same satisfactory.

Examined the Main Boiler, both internally & externally, also its Safety valves and found same in good condition.

General Observations, Opinion, and Recommendation:—The Boiler being now in good and safe working condition, renders the vessel eligible, in our opinion, to remain as classed and to have the notation: B.S. 10.92 recorded in the Register Book.

Office or Registration Fee (per Sec. 27) £ - - - - Fees applied for 9/11/1892

Survey Fee (per Section 28) £ 1 0 0

Special Damage Fee (per Section 28) £ - - - -

Travelling Expenses (if chargeable) £ - - - -

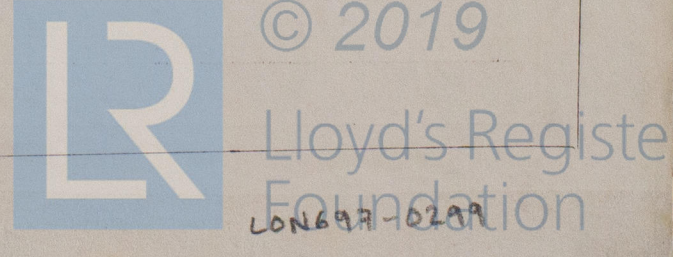
Received by me, Geo. E. Milkinson

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

*State if Certificate is required

Committee's Minute FRI 11 NOV 1892

Assigned B.S. 10.92



*It is submitted that
this vessel is eligible for*

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.

*B.S. 10-92
CWS
10-11-92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation