

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

(Received at London Office)

TUES. 13 JUN 1893

Date of writing Report *June 12 1893* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *177* Survey held at *London* Date, First Survey *May 29* Last Survey *June 12 1893*
on the Machinery of the Wood, Iron or Steel S.S. WHICKHAM Master *Hogg*
 Tonnage Gross *1205* Net *1071* Vessel built at *Newcastle* By whom *Cole Bros.* When *1876* Boilers, when made (Main) *1876* (Donkey) *1876*
 Registered Horse Power *180* Engines made at *50* Owners *Dixon, Robson & Co.* Port *London* Voyage *—*
 No. of Main Boilers *Two* If Surveyed *Afloat or in Dry Dock* Afloat Survey Com. *Docks* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *70 lbs.* in Donkey Boiler *70 lbs.*

Last Survey No. *28866* Port *Wm*Particulars of Examination and Repairs (if any) *B.S. & Damage*

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

The vessel has now proceeded to the Tyne where the owners have made arrangements to complete the survey & effect repairs.

Examined Main & Donkey Boilers internally & externally and Safety Valves, all found to be in good condition. The Donkey boiler safety valves were afterwards adjusted under steam to lift at 70 lbs. pressure to complete the Boiler Survey. The Main Safety Valves required to be adjusted under steam.

Examined Crank Shaft & bed plate & after column No. 1. Journal of crank shaft found to be loose in web & No. 2 & 3 fractured. Three new journals have now been made & satisfactorily fitted. Bed plate & after column found to be fractured. The vessel has now been towed to the Tyne for repairs.

General Observations, Opinion, and Recommendation: *This vessel's boilers are now in good condition & in my opinion the vessel is so far eligible to remain as classed than record B.S. 6.93. in the Register book when the main safety valves have been adjusted.*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *2.0.0*
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for
14/6 1893
London
 Received by me,
21.6.1893

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

*State if Certificate is required

Committee's Minute

FRI 16 JUN 1893

Assigned

Deferred for repairs
White Horse Rpt to Wm 14/6/93

TUES. 1 AUG 1893

Lloyd's Register
Foundation

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