

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

(Received at London Office)

Date of writing Report August 28 1893 When handed in at Local Office18 Port of LondonSurvey held at LondonDate, First Survey Aug 15 Last Survey Aug 24 1893on the Machinery of the Wood, Iron or Steel S.S. NEWBURN Master PaynGross 680 Net 422 Vessel built at Sunderland By whom J. Laming When 1861 - 3Engines made at Newcastle When 1863 Boilers, when made (Main) 1883 (Donkey) —Owners J. Fenwick & Sons Port London Voyage CoastingIf Surveyed Afloat or in Dry Dock Lincoln Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Donkey Boiler —First Survey No. — Port —Particulars of Examination and Repairs (if any) B.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YesDo. " Donkey " " " NoThis was not done, state for what reasons? No donkey boiler fittedWhat 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? YesAt what pressure were they afterwards adjusted under steam? 100 lbs per sqDid the Surveyor examine the Safety Valves of Donkey Boiler? —At what pressure were they afterwards adjusted? —If Survey is not complete state what arrangements have been made for its completion? Completed

Examined Main Boiler internally & externally & Safety valves, Sea connections, propeller & Tail shaft, all found to be in good condition, with the exception of fifteen rivets in centre & front furnaces of Main Boiler, which were found to be corroded & leaking; these rivets have now been cut out & renewed.

The Main Safety valves were afterwards adjusted under steam & kept at 100 lbs pressure per sq

Observations, Opinion, and Recommendation:—This vessel's machinery is now as follows: 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: (example, B.S. 8.92, B.E.M.S. 8.92 or L.M.C. 8.92, as the case may be.)

Seen in good condition & in my opinion the vessel is eligible to remain in the class B.S. 8.93 in the Register Book

Fees applied for 28/8 1893 Received by me, 30/8 1893

PLW  
B. M. Salmon  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUES. 29 AUG 1893

8, 93



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LON699-0467



It is submitted that  
this vessel is eligible for  
THE RECORD B.S. 8-93

on Ant of tear & wear  
a slight repair was  
effected to the Main  
barber

W.A.

28-8-93



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