

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

(Received at London Office 26/2/94)

Date of writing Report *24th Febr 94* When handed in at Local Office *18* Port of *London*

No. in Reg. Book. *499* Survey held at *London* Date, First Survey *and* Last Survey *19th Feb. 1894*

on the Machinery of the Wood, Iron or Steel *S.S. "Trevithick"* Master *E. Brown*

Tonnage { Gross *755* Net *459* Vessel built at *Newcastle* By whom *Palmers' Co.* When *1866* 2. YEAR. MONTH.

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

No. of Main Boilers *Two* Owners *J. Fenwick & Son.* Port *Newcastle* Voyage *Coasting*

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

in Donkey Boiler *No D.B.*

Last Survey No. *8445* Port *Lon*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 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? *Yes*Do. " Donkey " " " *No D.B.*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? *Yes*At what pressure were they afterwards adjusted under steam? *Dead weight - set for 75 lbs.*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? *To be completed within three months.*

Both Main boilers and superheater, examined internally and externally. Safety valves (dead-weight) taken adrift, examined, and found in order for above pressure.

Holes were drilled in the backs and sides of the combustion chambers, and the back of the combustion chamber of starboard wing furnace of starb^d Br., and starb^d side of starb^d wing furnace of port boiler were found to be reduced to $\frac{5}{16}$ " at the thinnest parts - the reduction in material being only local. It was recommended that the thin parts of these two combustion chambers be cut out and patches fitted but, as the vessel was to sail the same evening, the owner stated that the repairs would be effected within three months time, when he intends to proceed with the S.S. No 3. now due on the vessel.

General Observations, Opinion, and Recommendation:— The boilers of this vessel are,

(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. 2.92, B.S.M.S. 2.92 or X.L.M.C. 2.92, as the case may be.)

in my opinion, in safe working condition and the vessel eligible to remain as classed and to have record of *B.S. 2.94* subject to the above repairs being effected within three months

Office or Registration Fee (per Sec. 27) *£ 10 0*

Survey Fee (per Section 28) *£ 10 0*

Special Damage Fee (per Section 28) *£*

Travelling Expenses (if chargeable) *£*

*State if Certificate is required

Fees applied for *26.2.1894*

Received by me, *27.2.1894*

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

Committee's Minute

Assigned

Deferred

TUES. 27 FEB 1894

FRI 18 MAY 1894



TUES 19 MAR 1895

Lloyd's Register Foundation

LON 701-0273