

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

Date of writing Report *19th March 94* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *186* Survey held at *London* Date, First Survey *10th March* Last Survey *15th March 1894*
 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "Newburn"* Master *W. Payne*
 Tonnage Gross *680* Net *422* Vessel built at *Sunderland* By whom *J. Laing* When *1883* Boilers, when made (Main) *1883* (Donkey) *None*
 Registered Horse Power *99* Engines made at *Newcastle* Owners *J. Fenwick & Son.* Port *London* Voyage *Coasting*
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Victoria Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *100* in Donkey Boiler *No*

Last Survey No. *5266* port *RM*
 Particulars of Examination and Repairs (if any) *Part S.S. N^o3.*

(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? *No.*
 Do. " Donkey " " " " " *No.*
 If this was not done, state for what reasons? *Not opened for survey.*
 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? *No*
 At what pressure were they afterwards adjusted under steam? *Not adjusted*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *} none.*
 To what pressure were they afterwards adjusted? *} none.*

If the Survey is not complete state what arrangements have been made for its completion? *To be completed before Jan. 1895.*

Now done - H.P. cylinder, piston & slide examined - piston & slide rods turned up and new neck bushes fitted. Crank & thrust shafting examined. The after length of crank shaft now renewed on account of a flaw in the crank pin. A longitudinal flaw exists in N^o2 bearing of the forward crank shaft, and, as this has now extended into the fillet it was recommended that shaft be renewed within six months.

To complete S.S. N^o3. - The vessel requires to be dry docked; the propeller, propeller shaft, the sea and bilge connections, ^{to be} examined, the tunnel shafting, L.P. cylinder, piston & slide, all pumps & condenser to be exd. The Main boiler and its safety valves to be examined and the latter to be adjusted under steam.

mark on new after length of crank shaft

LLOYDS
77B
J.C.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed, with record of L.M.C. deferred until completion of above, subject to the forward crank shaft being renewed within six months.*

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 29)				
Traveling Expenses (if chargeable)				
Received by me,				18

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

Committee's Minute *THURS. 22 MAR 1894*

Assigned *As now subject to.*



16-LRPH-Form No. 9-Transfer, Ink-5,000, 2/10/93. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in Register Book.