

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

(Received at London Office TUES. 26 JUN 1894)

Date of writing Report *June 25* 18 *94* When handed in at Local Office is Port of *London*

No. in Reg. Book. *262* Survey held at *London* Date, First Survey and Last Survey *June 22, 1894*

on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. HENRY MORTON*. Master *Chater*

Tonnage { Gross *922* Vessel built at *Newcastle* By whom *Palmer's Co* When *1860* MONTH. *10*
 Net *570*

Registered Horse Power *156* Engines made at *Do* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*

No. of Main Boilers *1* Owners *(J. Jenwick & Son)* Port *London* Voyage *Coasting*

Steam Pressure in Main Boilers *160 lbs* If Surveyed ~~Afloat or~~ *in Dry Dock Limekiln Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> A1. 5.93.		<input checked="" type="checkbox"/> L.M.C. 7.92.
55.LON No. 3. 4.89		<input checked="" type="checkbox"/> NE & B.
55.LON No. 1. 92		5.90.

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Part S.S.*

(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? *Survey not due*

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? *-*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*

To what pressure were they afterwards adjusted? *-*

If the Survey is not complete state what arrangements have been made for its completion? *The owners will advise when ready to continue the survey.*

Examined sea connections, and tail end shaft, which was drawn in to rewood the bush, found all to be in good condition; Also exam'd thrust shaft, which was in good condition.

So complete the survey the whole of the Machinery & Boilers to be exam'd with the exceptions of the Thrust & Tail end shafts & the sea connections.

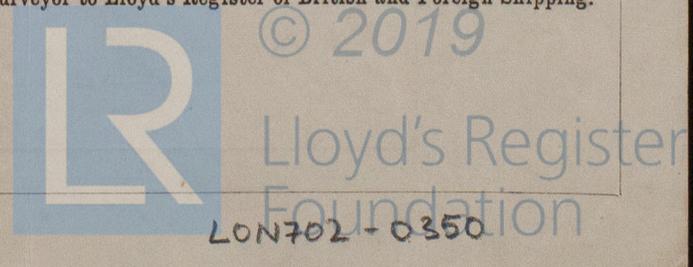
General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed with record L.M.C with fresh date when the survey has been completed.*

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				18

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

State if Certificate is required _____
 Committee's Minute *FR 6 JUL 1894*

Assigned *As now*



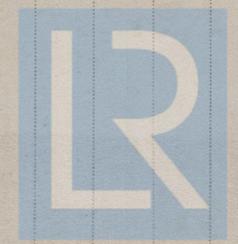
Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

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.

And to have the examination of the
Hull & Propeller shafts noted as part of
S. 50.

W.A.
4-7-94



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