

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

(Received at London Office TUES. 26 JUN 1894)

Date of writing Report June 25 1894 When handed in at Local Office London 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 Chatter

Tonnage { Gross 922 Vessel built at Newcastle By whom Palmer & Co When 1860 YEAR. 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. Fenwick & Son) Port London Voyage Coasting

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

in Donkey Boiler ✓

Last Survey No. Port

Particulars of Examination and Repairs (if any) Part S. 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? 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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

At what pressure were they afterwards adjusted under steam? No

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 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 examd Thrust shaft, which was in good condition.

To complete the survey the whole of the Machinery & Boilers to be examd. with the exception 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.

Office or Registration Fee (per Sec. 27) £ 18 Fees applied for

Survey Fee (per Section 28) £ 18

Special Damage Fee (per Section 28) £ 18

Travelling Expenses (if chargeable) £ 18

Received by me, P. M. Salmon

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

State if Certificate is required

Committee's Minute FD 10 JUL 1894

Assigned As above

Lloyd's Register Foundation LON702-0350



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.P.

W.A.  
4-7-94



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