

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

(Received at London Office)

Date of writing Report 21. 12. 94 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Dec. 4 Last Survey Dec. 20 1894

187 on the Machinery of the Wood, Iron or Steel S.S. "Newburn" Master (No. of Visits 6)

Tonnage Gross 680 Net 422 Vessel built at Sld. By whom J. Laing When 1861 - 3

Registered Horse Power 99 Engines made at New. When 1883 Boilers, when made (Main) 1883 (Donkey)

No. of Main Boilers 1 Owners J. Fenwick & Son Port London Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 100 lbs. N Surveyed in Dry Dock Linerkin

in Donkey Boilers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage.

(Periodical Surveys, when held, must be reported in detail and serialim 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?

Do. Donkey

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?

At what pressure were they afterwards adjusted under steam?

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?

Stern Frame twisted & broken.

Propeller examd: three blades found broken, propeller removed also stern

tube, tail shaft: tried in lathe found sound & true, three new blades now

fitted to propeller, & the whole replaced after repairs to Stern frame.

To complete S.S. No 3.

S. P. cylinder, piston & Slide Valve examd: found in good condtn.

See New. Rpt. No 30573. attchd. - There is no tunnel shaft.

Office or Registration Fee (per Sec. 27) £ :

Survey Fee (per Section 28) (balance) £ 2 : 10 :

Special Damage Fee (per Section 28) £ 3 : 3 :

Travelling Expenses (if chargeable) £ :

* State if Certificate is required

Committee's Minute

Assigned to LMC 3,94

Fees applied for

27/12/94

Received by me

28/12/94

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



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LON704-0096

on account of damage

Three new propeller blades

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.

Filed, & Stem Lube & Tail Shaft
removed refilled

It is submitted that
the vessel is ready for
THE RECORD. ELMC 394

A R K

27-12-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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