

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

(Received at London Office.)

No. 502 Date of Writing Report 1887 Port of London
 No. in Survey held at London Date, first Survey Aug. 25 Last Survey Sept 12 1887
 Reg. Book. (No. of Visits 3)
502 on the Machinery of the S.S. "Godalming" Tons, Net 834 Gross 1292
 Surveyed Afloat in Dry Dock Brown's Vessel built at Sunderland in 1881 Engines made in 1881
 (State name of Dock.)
 No. of Main Boilers 2 Made in 1881 Donkey Boiler made in 18 80 Working Pressure, Main Boilers 80 lbs.;
 Working Pressure, Donkey Boiler 80 lbs.; Owners Godalming S.S. Co. Port London
 Last Survey No. 100A1 Port London Class of Vessel and Machinery L.M.C. 7.85.
 (As in Register Book.)

Particulars of Repairs and Examination Annual Survey
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes

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? ✓

Vessel placed in dry dock sea connections examined & found to be in good condition, the propeller & its fastenings sound & the tail shaft a good fit in Stern bush.

Main Boilers thoroughly examined and found to be in good condition and no repairs necessary.

Being unable to set the Safety Valves until vessel was leaving dock and finding that they were not floating so freely as I should wish it will be necessary for them to be again examined upon the next occasion when the vessel is in dock.

The Donkey Boiler must be examined also at the same time it having been found impossible to examine same internally it having been in steam the whole time in port.

General Observations, Opinion, and Recommendation:—

(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.)

I consider the Boilers & machinery of this vessel to be in good & safe working condition and subject to the examination of Donkey Boiler, and Main Safety Valves upon next opportunity (as above) I is in my opinion

Office of Registration Fee (per Sec. 27).....	£ 14/6	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2 : 0	
Special Damage, Fee (per Section 28)	£ : : :	
*Certificate (if required) as per margin	£ : : :	
Travelling Expenses (if chargeable).....	£ : : :	
	28/9	received by me, 1887

eligible for notification as 100A1 - + L.M.C. 7-85-BS-9-87

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

Committee's Minute

TUESDAY 20 SEPT 1887

Assigned

B.S. J. M. J.
note also posted 28/9/87

Submitted this vessel is eligible for L.M.C. 7.85 and B.S. 9.87 when the survey has been completed
 Lloyd's Register Foundation

T.S.S. Form No. 1 - 1887. 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 the Register Book.

LON 681-0112