

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

No. *459* Date of Writing Report *July 24th* 188*8* Port of *London* (Received at London Office, THURS 26 JULY 1888)
No. in Reg. Book. Survey held at *London* Date, first Survey *July 22* Last Survey *July 24th* 188*8*
459 on the Machinery of the *S. S. Godalming* Master *Shelley* No. of Visits *2*
Tonnage Gross *634* Net *1292* Vessel built at *Sunderland* By whom *Blumer & Co* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
Registered Horse Power *130* Engines made at *Newcastle* Owners *Sutton & Co* Port *London* Voyage
No. of Main Boilers *2* Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Dry Dock* Class of Vessel & Machinery *100 A. 1. 4. 88*
in Donkey Boiler (as in Register Book.) *+ L.M.C. 7. 85-*

Last Survey No. *24121* Port *London*

Particulars of Examination and Repairs (if any)

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?

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?

This vessel being in Fletcher's Dry Dock examined sea connections & propeller fastenings & found them in a satisfactory condition. Tail end shaft down in the bush $\frac{1}{8}$ " full.

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.)

Eligible in my opinion to remain classed + L.M.C. 4. 85- in the Register Book

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 25)	£	:	:	188
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	188

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

Committee's Minute *FRIDAY 31 AUGUST 1888*

TUES 4 DEC 1888

TUES 9 JAN 1889

Assigned

TUES 27 AUGUST

TUES 14 JAN 1890

FRIDAY 9 MAY 1890

LON 683 - 0584

It is submitted that this vessel
is eligible to remain as classed

D.P.
25/7/88.

