

49422

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

(Received at London Office, _____)

No. _____ Date of Writing Report *April 30th 1889* Port of *London* TUES 30 APRIL 1889

No. in Reg. Book. *465* Survey held at *London* Date, first Survey *April 25th* Last Survey *April 30 1889*

465 on the Machinery of the *S.S. Gudana* Master *J. Smith* No. of Visits *4*

Tonnage	Gross <i>1366</i>	Vessel built at <i>Middlesbrough</i> by whom <i>Craggs Sons</i> When <i>1882 10</i>
	Net <i>884</i>	Engines made at <i>Middlesbrough</i> When <i>1882</i> Boilers, when made (Main) <i>1882</i> (Donkey) <i>1882</i>
Registered Horse Power	<i>115</i>	Owners <i>Demurara & Bubei S.S. Co^{rs}</i> Port <i>London</i> Voyage _____
No. of Main Boilers	<i>1</i>	If Surveyed Afloat or in Dry Dock <i>Dry Dock</i> (State name of Dock.) _____
Steam Pressure in Main Boilers	<i>80</i>	Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) <i>100 A. 1. 8. 88 + L.M.C. 6. 84</i>
in Donkey Boiler	<i>60</i>	

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Annual Boiler 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? *This vessel being in the Limehouse Dock (Lunn's) examined sea connections & propeller fastenings & found them satisfactory*

Examined main boiler & steam dome both internally & externally & found a rivet leaking in port combustion chamber also sundry leakage on shell. These have been attended to viz; a new rivet put in, & the shell caulked satisfactorily -

Examined main safety valves & donkey boiler & its safety valves, & found them in order

Tested main boiler safety valves to a pressure of 80 lbs per sq inch

Donkey boiler safety valve dead weighted & calculated to blow off at 60 lbs per sq inch

General Observations, Opinion, and Recommendation:— *The machinery & boiler of the vessel being in good condition she is eligible in my opinion to remain classed & to have the notification B.S. 4.88 recorded in the register book*

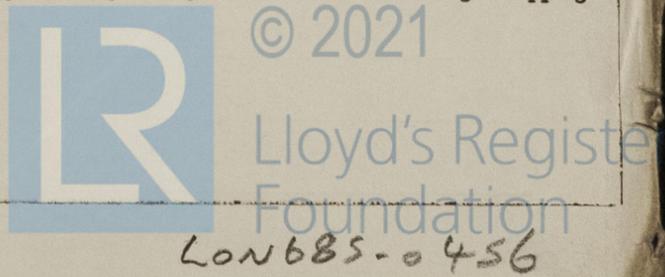
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<i>dr. 8/7/89</i>
Survey Fee (per Section 28)	£ 2 : 2	<i>1.5. 1889</i>	
Special Damage Fee (per Section 28)	£ : :		
*Certificate (if required) as per margin	£ : :	received by me,	<i>Maurice Peterson</i>
Travelling Expenses (if chargeable).....	£ : :	<i>26/7 1889</i>	

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

Committee's Minute *FRIDAY 3 MAY 1889*

Assigned *B S 4/89*



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

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.

It is submitted that the vessel is eligible to have B.S. 4.89. recorded.

N.A.

2-5-89

[Faint, illegible handwriting in the main body of the page, likely bleed-through from the reverse side.]



© 2021

Lloyd's Register Foundation

[Vertical text on the right edge, likely bleed-through from the reverse side.]