49422

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

(Received at London Office, TUES 30 APRIL 1889)

No. ..... Date of Writing Report April 30th 188 ..... Port of London

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

on the Machinery of the S.S. Godna Master T. Smith No. of Visits 4

Tonnage { Gross 1366 / Net 884 | Vessel built at Middlesbrough By whom Craggs & Sons When 1882 (Year) 10 (Month)

Registered Horse Power 115 | Engines made at Middlesbrough When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers 1 do | Owners Demerara & Rubici S.S. Co Port London Voyage

Steam Pressure— in Main Boilers 80 | If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.)

in Donkey Boiler 60 do | Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) 100 A1. 8.88 + L.M.C. 6.87

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 (Lumis'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

Lifted main boiler safety valves to a pressure of 80 lbs per sqr inch

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

General Observations, Opinion, and Recommendation :— The machinery & boilers of this 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 1.5.188 9
Survey Fee (per Section 28)	£ 2 : 2 :	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me, 26/7 188 9
Travelling Expenses (if chargeable)	£ : :	

Dr. 8/7/89.

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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Committee's Minute FRIDAY 3 MAY 1889

Assigned B S 4/89

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

LON685-0456

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 this vessel is eligible to have B.S. 4.89. recorded.

W.A.

2-5-89