

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

No. _____ Date of Writing Report July 1st 1889 Port of London (Received at London Office, MON 1 JULY 1889)
 No. in Reg. Book. Survey held at London Date, first Survey July 1st 1889 Last Survey July 1st 1889
105 on the Machinery of the S. S. Addington Master Topper No. of Visits 1
 Tonnage Gross 1695 Net 1091 Vessel built at Newcastle By whom Edwards & Craig When 1883 YEAR. MONTH.
 Registered Horse Power 170 Engines made at " When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 No. of Main Boilers 2 Owners T. Nelson & Sons Port London Voyage _____
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Carters (State name of Dock.)
 in Donkey Boiler _____ Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) 100A1. 10.88
+ LMC. 2.88

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) _____

(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? _____

Tail shaft sea connections & propeller fastenings examined propeller nut tightened up & blow off cock flange re-jointed. tail shaft down $\frac{1}{2}$ " bare

Run high pressure piston ring fitted & donkey pipes in engine room overhauled & put in order. New studs on stern gland

General Observations, Opinion, and Recommendation:-- as far as run the machinery of this vessel is in order & she is eligible in my opinion to remain as classed in the Reg. 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 |
| Survey Fee (per Section 28) | £ | : | : | 188 |
| Special Damage Fee (per Section 28) | £ | : | : | |
| *Certificate (if required) as per margin | £ | : | : | received by me, |
| Travelling Expenses (if chargeable)..... | £ | : | : | 188 |

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

Committee's Minute TUES 9 JULY 1889
 Assigned Remain as classed

T. & S. Form No. 2—Transfer Ink—G100, 28/1/89. * Certificate to be sent in (This Surveyor 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



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Lloyd's Register Foundation

LON686-0296

It is submitted that this
vessel is eligible to
remain as
Classed
N.A.
8-7-89

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