

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

50018 ~~47994~~

THURS 7 NOV 1889

No. *1164* Date of Writing Report *Nov 6th 1889* Port of *London*
 No. in Reg. Book *1164* Survey held at *London* Date, first Survey *Nov 2nd 1889* Last Survey *Nov 2nd 1889*
 on the Machinery of the *S. S. Countess of Götland* Master *Stewart & Latham* No. of Visits *1*
 Tonnage Gross *338* Net *230* Vessel built at *London* By whom *Stewart & Latham* When *1888* Boilers, when made (Main) *1888* (Donkey) *✓*
 Registered Horse Power *92* Engines made at *"* When *1888*
 No. of Main Boilers *✓* Owners *Greenwich Ferry Co Ltd* Port *London* Voyage *Paris & France*
 Steam Pressure in Main Boilers *100* If Surveyed *Afloat or in Dry Dock* *Mountain's*
 in Donkey Boiler *✓* (State name of Dock.)
 Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) *A1. 12.88 + L.M.C. 12.88*

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

(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?

Sea connections & propeller fastenings examined satisfactory

General Observations, Opinion, and Recommendation:— *As far as seen this*
 (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.)

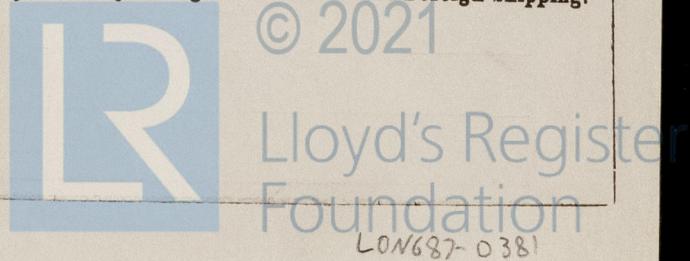
records machinery is in good condition & the is eligible in my opinion to remain as classed

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

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

Committee's Minute *TUES 12 NOV 1889*
 Assigned *Remain as classed*

TUES 10 NOV 1889



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

T. & S. Form No. 2—Transfer Ink—6000, 28/1/89. * Cert., (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Ly Ship

It is submitted that this
vessel is eligible to
remain as
classified—

N.A.
11-11-89

