

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

(Received at London Office,)

SAT 29 NOV 1889

500147

No. *136* Date of Writing Report _____ 18*89* Port of *London*
 No. in Reg. Book *136* Survey held at *London* Date, first Survey *22nd Nov* Last Survey *1889*
 on the Machinery of the *S. S. Ferndale* Master _____ No. of Visits *1*
 Tonnage { Gross *914* Net *587* Vessel built at *Sunderland* By whom *J. Laing* When *1877 - 3*
 Registered Horse Power *95* Engines made at _____ When *1877* Boilers, when made (Main) *1888* (Donkey)
 No. of Main Boilers _____ Owners *P. H. Laing* Port *Sunderland* Voyage _____
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Afloat Victoria Dock* Class of Vessel & Machinery *90 A1*
 in Donkey Boiler _____ (State name of Dock.) _____ (As in Register Book, including date of last Boiler Survey.) *Lmc 4.88*

Last Survey No. *58819* Port *Lon.* *20th 3. 1888*

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? *No*

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?

Visited this vessel I found that a new forward crank shaft made by Clay Inman & Co of Birkenhead had been fitted, the old shaft with longitudinal flaw in after bearing secured to bulkhead in Engine Room.

General Observations, Opinion, and Recommendation:-- *I am of opinion that this vessel's machinery as far as seen is eligible to remain as classed*
 (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 188 received by me, 188
Survey Fee (per Section 25)	£	:	:	
Special Damage Fee (per Section 25)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute / Assigned *Remain as classed*
 TUES 26 NOV 1889



State if a Report is filed now or when, or if not, and when, one will be sent.

T. & S. Form No. 9 - Transfer Ink - 6000, 28/1/89. * Certificate to be sent to Committee's Minute.

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

It is submitted that this
vessel is eligible to
remain as
Classed.

W. A.
25-11-89



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