

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

58847

(Received at London Office.)

No. 136 Date of Writing Report 1889 Port of London
 No. in Reg. Book 136 Survey held at London Date, first Survey Oct. 8 Last Survey Oct. 21 1889

on the Machinery of the S. S. "Ferndale" Master J. S. Loring No. of Visits 4
 Tonnage { Gross 914 Net 587 Vessel built at Sunddd. By whom J. S. Loring When 1877 Boilers, when made (Main) 1888 (Donkey)
 Registered Horse Power 95 Engines made at " Owners J. S. Loring Port Sunddd. Voyage Silbury.
 No. of Main Boilers 2 Steam Pressure in Main Boilers 80 lbs. in Donkey Boiler " Class of Vessel & Machinery 90 A1.
 (As in Register Book, including date of last Boiler Survey.) L.M.C. 4.88
 & S. Std. No 3-88.

Last Survey No. " Port "

Particulars of Examination and Repairs (if any) Damage.

(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?

Vessel placed in dry dock, sea connections examd. & found to be in good condtn. Tail shaft & Stern tube found to be broken, a new tail shaft, stern tube & bush have now been fitted & examd. cylinders, slides, air, circulatg. fed & bilge pumps & valves all found in good condtn. A new Pollock & McGill Spring now fitted in A. P. piston. Crank shaft examined a long fine & aft mark found in No 2 journal, recommended a new half shaft to be fitted, which is said to have been done but no opportunity was afforded to exam. this shaft before the vessel left.

General Observations, Opinion, and Recommendation:— As far as seen this vessel appears eligible to remain as classed, subject to the exam. of the new half shaft, the owners have promised to communicate when the vessel returns to London.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2	18. 11 1889
Special Damage Fee (per Section 28)	£ 19/4/90	} asd
*Certificate (if required) as per margin	£ :	
Travelling Expenses (if chargeable)	£ : 6/11	received by me, 20/5 1889

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

Committee's Minute TUES 19 NOV 1889
 Assigned Deferred for survey
Dr to owners of new crank shaft
19/11/89

TUES 26 NOV 1889
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T. & S. Form No. 2—Transfer Ink—60. The Surveyors 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.

It is submitted that this vessel
is eligible to remain as classed
subject to the new Ralt
Crank shaft being
examined—

N.A.
18-11-89

