

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

No. *136* Date of Writing Report *1889* Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *Oct. 8* Last Survey *Oct. 21* 1889
 on the Machinery of the *S. S. "Ferndale"* Master *J. Laving* No. of Visits *4*
 Tonnage Gross *914* Net *587* Vessel built at *Sundld.* By whom *J. Laving* When *1877* Boilers, when made (Main) *1888* (Donkey)
 Registered Horse Power *95* Engines made at *"* Owners *P. H. Laving* Port *Sundld.* Voyage
 No. of Main Boilers *2* Steam Pressure in Main Boilers *80 lbs.* *N* Surveyed Afloat *&* in Dry Dock *Silbury*
 in Donkey Boiler (State name of Dock.) Class of Vessel & Machinery *90 A1*
 (As in Register Book, including date of last Boiler Survey.) *L.M.C. 4.88*
 & S. Sld. 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 condn. Tail shaft & Stern tube found to be broken, a new tail shaft, stern tube & bush have now been fitted & examd. cylinders, slides, air, circulating, feed & bilge pumps & valves all found in good condn. A new Pollock & Mignell 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:—

(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.)

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
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 received by me, 20/5 1889

Geo. E. Milnerison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned *Deferred for survey*
to owners of new crank shaft
19/11/89

TUES 26 NOV 1889



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Lloyd's Register Foundation

LON687-0423

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

W. A.
18-11-89

