

50969

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

No. \_\_\_\_\_ Date of Writing Report *August 1<sup>st</sup> 1890* Port of *London* (Received at London Office, *WED 6 AUGUST 1890*)  
No. in Reg. Book. *349* Survey held at *London* Date, first Survey *July 26<sup>th</sup>* Last Survey *Aug 2<sup>nd</sup> 1890*  
on the Machinery of the *s/s. "London"* Master *W. J. Howes* No. of Visits *3*  
Tonnage { Gross *1579* Net *996* Vessel built at *Newcastle* By whom *A. Leslie & Co.* When *1862* YEAR. MONTH. *3*  
Registered Horse Power *120* Engines made at *Stockton* When *1883* Boilers, when made (Main) *1883* (Donkey) *"*  
No. of Main Boilers *2* Owners *J. Hall & Co.* Port *London* Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *Fletcher Dry Dock* Class of Vessel & Machinery *+ 100 A. 1*  
in Donkey Boiler *60* (State name of Dock.) *(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)* *B.S. 7-89*

Last Survey No. *4-89* Port *London*  
Particulars of Examination and Repairs (if any) *Annual Boiler Survey* *+ L.M.C. 7. 87*

(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 and found satisfactory - sea cocks seen -*

*Main and Donkey Boilers & their respective safety valves examined and found in good condition.*

*Main valves blow at 80 lbs. Donkey valves blow at 60 lbs*

## General Observations, Opinion, and Recommendation :—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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 the machinery of this vessel is in good condition and eligible in our opinion to remain as classed & to have B.S. 8. 90 recorded*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 2 0 :	<i>6/8 1890</i>
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>17/8 1890</i>

*J. P. Cornish & Francis Nelson*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 8 AUGUST 1890*  
Assigned *B.S. 8/90*



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LON690-0262



It is submitted that this  
vessel is digible to  
have B.S. 8-90  
recorded.

N.A.  
6.8.90



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