51171

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

(Received at London Office, THURS 4 SEPT 1890)

No. ..... Date of Writing Report Sept 3rd 1890 Port of London

No. in Reg. Book. 313 Survey held at London Date, first Survey July 19th Last Survey Sept 3rd 1890

on the Machinery of the S.S. "Godiva" Master Smith No. of Visits 4

Tonnage { Gross 1366 / Net 884 } Vessel built at Middlesbro By whom Craggs & Sons When 1882 (Year) 10 (Month)

Registered Horse Power 115 Engines made at " When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers one Owners Demerara & Berbice S.S. Co Port London Voyage

Steam Pressure — in Main Boilers 80 If Surveyed Afloat or in Dry Dock Bridge (State name of Dock.)

in Donkey Boiler 60

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +100 A1 12.89 +LMC 6.84 BS 4.89

Last Survey No. ..... Port S.S. Lon 201-84

Particulars of Examination and Repairs (if any) S.S. No 2

(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? Yes

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?

at the request of owners tail shaft, circulating pump condenser & sea cocks seen (damage rept forwarded) tegmi rotar removed in shop bush
Examined cylinders, pistons, slides, all pumps, & shafting
Examined also main & donkey boilers & their respective safety valves
New stays fitted in donkey boilers, general caulking &c in main boilers, general minor repairs to engines

Main safety valves blow at 80 lbs
Donkey " " dead wt & calculated to 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 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.)

This vessels machinery is now in an efficient condition & she is eligible in my opinion to be classed +LMC 9.90 in the regr book

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 29/9/90
Survey Fee (per Section 28)	£ 2 : 10 : 0	2/10/1890 CHW
Special Damage Fee (per Section 28)	£ 3 : 3 :	
*Certificate (if required) as per margin	£ : :	Received by me, 24/9 + 3/10 1890
Travelling Expenses (if chargeable)	£ : :	

Maurice Robson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 3 OCT 1890

Assigned +LMC 9.90

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

*Certificate to be sent if a Report is also now sent on the Ship or if not whether, and when, it will be sent.

(The Surveyors are requested not to write in or below the space for Committee's Minute.)

T. & S. Form No. 9—Transfer

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N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel is eligible to have +LMC-9-90 recorded.

W. A.

2-10-90

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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