

51171

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

(Received at London Office,)

HURS 4 SEPT 1890

No. _____ Date of Writing Report Sept 3rd 1890 Port of London
 No. in Reg. Book 213 Survey held at London Date, first Survey July 19th Last Survey Sept 3rd 1890
 on the Machinery of the S.S. "Godina" Master Smith No. of Visits 4
 Tonnage { Gross 1366 Net 884 Vessel built at Middlebrook By whom Crugg & Bow When 1882 YEAR. MONTH. 10
 Registered Horse Power 115 Engines made at " When 1882 Boilers, when made (Main) 1882 (Donkey) 1882
 No. of Main Boilers one Owners Demerara & Barbic 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.) +100A1.12.89
 Last Survey No. _____ Port S.S. Lon No 1-84 +LMC.6.84
BS.4.89

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 pumps condenser & sea water pump (damage not furnished) begun & retaken in their bush
Examined cylinders, pistons, slides, all pumps, & shafting
Examined also main & donkey boilers & their respective safety valves
Iron stays fitted in donkey boiler, general caulking &c in main boiler, general minor repairs to engines

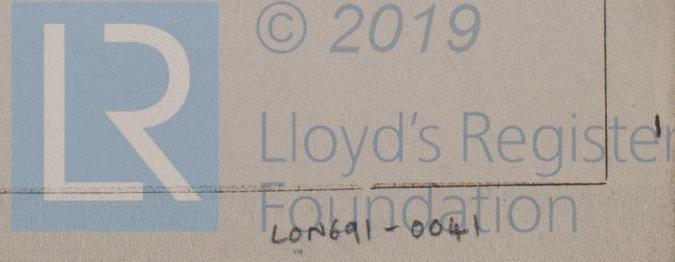
Main safety valves blow at 80 lbs
Donkey " " dead wt^d & calculated to blow at 60 lbs

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 vessel's machinery is now in an efficient condition & she is eligible in my opinion to be classed + LMC. 9.90 in the reg^r book

Office or Registration Fee (per Sec. 27)	£	:	0	Fees applied for 29/9/90 2/10/1890 Received by me, 24/9/3/10 1890
Survey Fee (per Section 23)	£	2	0	
Special Damage Fee (per Section 23)	£	3	3	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute FRI 3 OCT 1890
 Assigned + SMC 9.90



State if a Report is also made on the Ship or if not whether, and when, or still be sent.

Certificate to be sent to the Registrar of Shipping.

F. & S. Form No. 9 - Transfer

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

It is submitted that this vessel is eligible to have +L.M.C-9-90 recorded.
N.A.
2-10-90

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