

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

57213²

No. *106* Date of Writing Report *Sept 6th 1890* Port of *London* (Received at London Office. MON 8 SEPT 1890)

No. in Reg. Book *106* Survey held at *London* Date, first Survey *Sept 3rd* Last Survey *Sept 4th 1890*

on the Machinery of the *S. S. "Leal"* Master *Woodrofton* No. of Visits *2*

Tonnage { Gross *464* Net *413* Kessel built at *Stockton* By whom *H. Pearce & Co* When *1876* Boilers, when made (Main) *1876* (Donkey) *1876*

Registered Horse Power *135* Engines made at *"* When *1876* Boilers, when made (Main) *1876* (Donkey) *1876*

No. of Main Boilers *1* Owners *General Steam Navigation Co* Port *London* Voyage *"*

Steam Pressure in Main Boilers *45* If Surveyed Afloat or in Dry Dock *Gen Steam Dry Dock* Class of Vessel & Machinery *S.S. Lon No 3-89*

in Donkey Boiler *1* (State name of Dock.)

Last Survey No. *57213* Port *Lon* *S.S. Lon No 3-89* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+MAI. 11.89*
L.M.C. 11.89

Particulars of Examination and Repairs (if any)
(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 connection & propeller partumgs seen, tail shaft drawn & run tube rebushed

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's machinery is in good condition, & eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

Thomas Peterson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES 14 OCT 1890** **FRI 24 OCT 1890** **TUES. 4 AUG 1891** © 2019 Lloyd's Register Foundation LON691-0100

Assigned *Deferred for*
B.S.

T. & S. Form No. 9 - Transcriber 1 - 5000, 5/12/89

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 boiler survey
being held.

W.A.
13-10-20

