

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

No. *367* Date of Writing Report *Jan: 16th 1891* Port of *London*
 No. in Reg. Book. *367* Survey held at *London* Date, first Survey *Jan: 10th* Last Survey *Jan: 13th 1891*
 on the Machinery of the s/s. *"Llonds"* Master *G. Keel* No. of Visits *3*
 Tonnage Gross *883* Net *564* Vessel built at *Newcastle* By whom *Palmer's Co: Ld* When *1869* Boilers, when made (Main) *1876* (Donkey) *-*
 Registered Horse Power *99* Engines made at *Newcastle* When *1869* Owners *Harris & Dixon* Port *London* Voyage *-*
 No. of Main Boilers *1* Steam Pressure in Main Boilers *67* If Surveyed *Afloat or in Dry Dock* *Atchewers* Class of Vessel & Machinery *+ A.1. 7-90*
 in Donkey Boiler *-* (State name of Dock.) (As in Register Book, including date of Special Surveys of Ship and of last Boiler Survey.) *Dec 7-90 B.S. 5-89*

Last Survey No. *-* Port *S.S. Lon: No 3-7-90*
 Particulars of Examination and Repairs (if any) *Damage to propeller, through striking sunken bridge*

(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?

Examined propeller, found all the four blades broken, recommended a new propeller to be fitted, this has been done satisfactorily. fastenings of sea cocks & valves in good condition.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel so far as seen is now in good condition & eligible in my opinion to remain as classed*
 (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.)

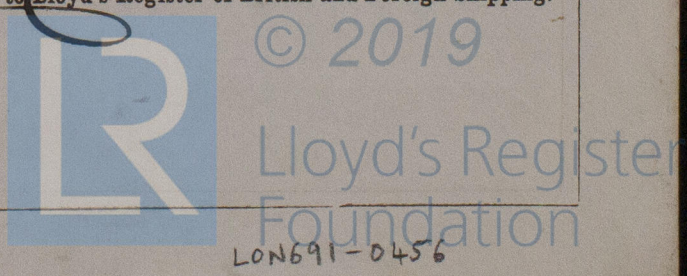
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	<i>17/11 1891</i>
Survey Fee (per Section 28)	£ <i>2.2.0</i>	Received by me,	<i>20/1 1891</i>
Special Damage Fee (per Section 28)	£ : :		
*Certificate (if required) as per margin	£ : :		
Travelling Expenses (if chargeable)	£ : :		

H.P. Cornish
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *As now*
 Assigned *As now*

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.
 7. & 8. Form No. 9—Transfer Ink—6000, 22/10/90
 *Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



It is submitted that this
vessel is eligible to
remain as
Classed.

W.A.

17-1-91

W.A.

0.5.8

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation