

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

51474

FRI 13 JAN 91

(Received at London Office.)

No. \_\_\_\_\_ Date of Writing Report Jan: 16<sup>th</sup> 1891 Port of London

No. in Reg. Book. 367 Survey held at London Date, first Survey Jan: 10<sup>th</sup> Last Survey Jan: 13<sup>th</sup> 1891

on the Machinery of the s/s. "Londs" Master G. Keel No. of Visits 3

Tonnage Gross 883 Net 564 Vessel built at Newcastle By whom Palmer's Co: L<sup>d</sup> When 1869 Boilers, when made (Main) 1876 (Donkey) -

Registered Horse Power 99 Engines made at Newcastle Owners Harris & Dixon Port London Voyage \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Steam Pressure in Main Boilers 67 If Surveyed Afloat or in Dry Dock \_\_\_\_\_ (State name of Dock.) Fleethers Class of Vessel & Machinery + A.1. 7-90

in Donkey Boiler \_\_\_\_\_ (As in Register Book, including date of Special Surveys of Ship and of last Boiler Survey.) AME 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 barge

(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

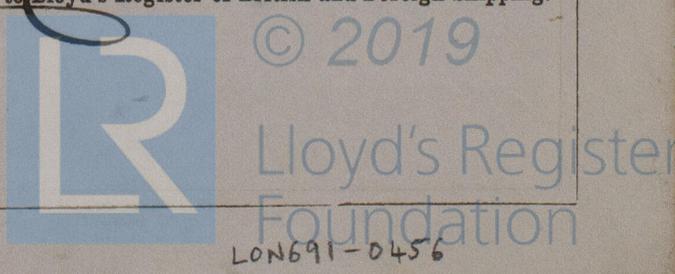
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, E. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 2.2.0	17/11 18 91
Special Damage Fee (per Section 28) .....	£ : :	Received by me,
*Certificate (if required) as per margin .....	£ : :	20/1 18 91
Travelling Expenses (if chargeable) .....	£ : :	

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

Committee's Minute TUE 20 JAN 91

Assigned as now



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

\*Certificate to be sent to \_\_\_\_\_

T. & S. Form No. 9 - Transfer Ink - 6000, 22/10/90

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

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

WA

17-1-91

*Handwritten signature*

0.5.8

*Faint handwritten notes and signatures in the main body of the page.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

