

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

(Received at London Office, 11 MARCH)

No. *181* Date of Writing Report *10th March 1891* Port of *London*
 No. in Reg. Book. *181* Survey held at *London* Date, first Survey *6th March* Last Survey *6th March 1891*
 on the Machinery of the *SS "Jordan"* Master *J. M. Clark* No. of Visits *1*
 Tonnage Gross *2071* Net *1329* Vessel built at *Sunderland* By whom *L. Thompson & Sons* When *1889* YEAR. MONTH. *3*
 Registered Horse Power *250* Engines made at *Warrington* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*
 No. of Main Boilers *Two* Owners *Mercantile S.S. Co. (Lum.)* Port *London* Voyage *✓*
 Steam Pressure— in Main Boilers *160 lbs* If Surveyed Afloat or in Dry Dock *Dry dock* Class of Vessel & Machinery *100 A1 9.90*
 in Donkey Boiler *✓* (State name of Dock.) *Cubitt Town* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ LMC 2.89*

Last Survey No. _____ Port _____

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?

*essel placed in dry dock
 Examined, Propeller, Sea Connections, & their fastenings, all found in
 good working order*

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.)

*So far as seen the machinery
 of this vessel, is in good working order, and in my opinion, eligible
 to remain as classed in the Register Book.*

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	£	:	:		
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18	

Robt Dalfour
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

MAR 13 1891

as now



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LON692-0224

T. & S. Form 1. (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.

12-3-91

