

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

37655  
TUES 24 DEC 1889

No. 60 Date of Writing Report December 21st 1889 Port of London  
 No. in Reg. Book 60 Survey held at London (Tilbury) Date, first Survey Dec 10th Last Survey Dec 21st 1889  
 on the Machinery of the S. S. Lanfield Master Pran No. of Visits 4  
 Tonnage { Gross 463 Net 482 Vessel built at Newcastle By whom Palmer's Co When 1864 Boilers, when made (Main) 1877 (Donkey) ✓  
 Registered Horse Power 90 Engines made at " When 1864 Boilers, when made (Main) 1877 (Donkey) ✓  
 No. of Main Boilers 2 Owners J. Fenwick Sons Port London Voyage Coast  
 Steam Pressure in Main Boilers 45 lbs If Surveyed Afloat or in Dry Dock Tilbury Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) A. 1. 6. 89  
 in Donkey Boiler None (State name of Dock.) " Last Survey No. 4965 Port London

Particulars of Examination and Repairs (if any) Special No 2 (anticipated) L.M.C. 5-89 B.S. 6-89  
 (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? This vessel having been ashore in the Thames, the result of a collision.

Tail shaft drawn, & found much pitted, condemned, & a new one fitted, new liner in stern tube fitted, all sea cocks & principal sea connections taken to pieces & cleaned, also condenser & ballast donkey. 40 new condenser tubes fitted also new top tube plate of brass.

All working parts of engines examined, & found satisfactory, two new helix valves fitted.

Examined main boiler & safety-valves, one or two new rivets - & sundry caulking done, satisfactory.

Tested main safety-valves to 45 lbs per sq inch satisfactory.

General Observations, Opinion, and Recommendation:-- This vessel's machinery, being found in good condition, she is eligible in my opinion to be classed L.M.C. 12-89 in the Register Book  
 (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
Survey Fee (per Section 23) .....	£ 1 10 :	18 90
Special Damage Fee (per Section 23) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	71 18 90

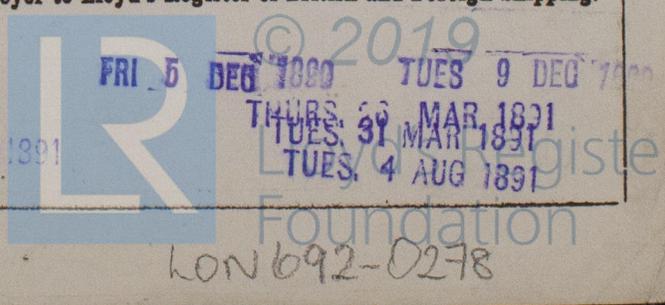
Maurice Peterson  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE 7 JAN 90 THURS 3 APRIL 1890 FRI 5 DEC 1889 TUES 9 DEC 1889  
 Assigned L.M.C. 12/89 FRI 24 JUL 1891 THURS 30 MAR 1891 TUES 4 AUG 1891

State of a Report now sent on the ... or if not whether

T. & S. Form No. 9. Transfer Ink—(000, 28, 1/189. \* 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



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this  
matter is eligible to have  
Time 12.89 recorded

Md  
6.1.90

