

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

No. 60 Date of Writing Report March 31st 1890 Port of London
 No. in Reg. Book 60 Survey held at London Date, first Survey March 25th Last Survey March 27 1890
 on the Machinery of the S.P. Lanfield Master Pran No. of Visits 2
 Tonnage { Gross 165 Net 482 Vessel built at Newcastle By whom Palmer Bros & Co When 1864 12
 Registered Horse Power 90 Engines made at " When 1864 Boilers, when made (Main) 1877 (Donkey) -
 No. of Main Boilers 1 Owners J. Fenwick & Sons Port London Voyage -
 Steam Pressure in Main Boilers 45 lbs If Surveyed Afloat or in Dry Dock Union
 in Donkey Boiler 50 lbs (State name of Dock.)

Last Survey No. 4477 Port London Class of Vessel & Machinery
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
S.S. LON. 701.87 A 1.5.89
B.S. 6.89 LMC. 12.89

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?

This vessel had a new liner fitted on tail shaft, also a new brass stem bush fitted at Tilbury, in December last. These having been too fine a fit had seized & the stem bush had been running round in the stem tube

*Tail shaft drawn & cleaned up in the lathe & a new stem bush fitted, satisfactory
 Sea cocks & sea connections in 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.)
as far as ~~seen~~ this vessel's machinery is in good condition, & chiefly in my opinion to remain as classed

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

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

Committee's Minute THURS 3 APRIL 1890 FRI 5 DEC 1890 TUES 9 DEC 1890 THURS. 26 MAR 1891
Assigned Remain as classed FRI 24 JUL 1891 TUES. 31 MAR 1891 TUES. 4 AUG 1891
 Lloyd's Register Foundation
 LON 692-9280

It is submitted that this
vessel is eligible to
remain as
Classed—
N.A.
2-4-90



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