

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

No. *510* Date of Writing Report *17th April 1891* Port of *London*
No. in Reg. Book. *510* Survey held at *London* Date, first Survey *7th Apr* Last Survey *7th Apr* 1891
on the Machinery of the *S.S. "Godalming"* Master *J. Shetkyls* No. of Visits *1*
Tonnage Gross *1252* Net *807* Vessel built at *Sunderland* By whom *Blumer & Co* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
Registered Horse Power *130* Engines made at *Newcastle* Owners *Scrutton Sons & Co* Port *London* Voyage *W India*
No. of Main Boilers *2* Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *D Dock*
in Main Boilers *80* (State name of Dock.) *Cabott's Dock* Class of Vessel & Machinery *100 A 4.90*
in Donkey Boiler *✓* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ LMC 1.90*

Last Survey No. *50179* Port *S.S. Lon No 3. 1.90*

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?

*Examined propeller sea connections & their fastenings
found all 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.)

*As far as seen the machinery
of this vessel is in good working order and in my opinion eligible
to remain as classed*

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

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

Committee's Minute *FRI, 1 MAY 1891* *FRI, 8 MAY 1891*

Assigned *Deferred for B.S.* *Deferred*
Write to L. Dan 2/5/91 *Write to Owners 11/5/91*

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

(Note) Papers are due for
Annual Survey

[Signature]

N.A.
30.4.91

