

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

THURS. 18 JUN 1891

(Received at London Office)

No. *315* Date of Writing Report *17th June* 1891 Port of *London*
 No. in Reg. Book *15* Survey held at *London* Date, first Survey *15th June* Last Survey *16th June* 1891
 on the Machinery of the *S.S. "Godalming"* Master *Shekyls* No. of Visits *2*
 Tonnage Gross *1252* Net *807* Vessel built at *Sunderland* By whom *Blumer & Co* When *1881*
 Registered Horse Power *130* Engines made at *Newcastle* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
 No. of Main Boilers *Two* Owners *Scrutton Sons & Co* Port *London* Voyage *Shields & Hamburg*
 Steam Pressure in Main Boilers *80 lb* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *1-100 A1. 4.9*
 in Donkey Boiler *60 lb* (State name of Dock.) *H. I. dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+LMC 19*
 Last Survey No. *57814* Port *SS N^o 3 1-90*

Particulars of Examination and Repairs (if any) *Annual Boiler Survey (Part)*
 (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 Main Boiler separately and make a thorough examination at this time? *Yes*

Do. " Donkey " " " *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? *✓*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

At what pressure were they afterwards adjusted under steam? *✓*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes (dead weight)*

To what pressure were they afterwards adjusted? *Loaded Sixty (60) lb*

Examined main & donkey boilers in full & empty -

patch fitted on bottom of star boiler for end - otherwise

the boilers in fair condition. & Boiler safety valve & spindle renewed, satis-

The Superintendent being states that it was not convenient

to complete survey this time. but promises to do so on

the vessels return from Hamburg within two (2) weeks time

The main & donkey boilers require to be tested under steam

and have safety valves adjusted to their safe work? Jms.

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 X.L.M.C. 1,89, as the case may be.)

As far as seen the machinery

of this vessel is in safe working order and in my opinion

eligible to remain as classed and have BS. 6.9 recommended

when the main & donkey boilers have been tested under steam &

main boiler safety valves adjusted to 80 lb

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *22/6 18 91*

Survey Fee (per Section 28) £ 2 : : : Received by me, *Robt. Balfour*

Special Damage Fee (per Section 28) £ : : : Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Travelling Expenses (if chargeable) £ : : : *27/6 18 91*

*State if Certificate is required. Committee's Minute *TUES. 23 JUN 1891* *FRI 24 JUL 1891*
 Assigned *Deferred for completion*
ph R. S. *Ref to Hpt 24/6/91*



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 LON693-0209

It is submitted that this vessel will
be liable to have B. S. 6. 91 recorded
when the safety valves of the
Main and donkey boilers
have been adjusted
under steam.

M. A.

22-6-91

