

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 *max* 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*
 YEAR. MONTH.
 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 *1-100A1.49*
 in Donkey Boiler *60 lb* (State name of Dock.) *H. J. dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+LMC 19*
 Last Survey No. *57814* Port *S.S. No 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. D Boiler safety valve & spindle renewed, Pat.
 The Superintendent's Eng^r states that it was not convenient
 to complete survey this time, but promises to do so on
 the vessel's 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* recorded
 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
Survey Fee (per Section 28).....	£	2	00	<i>22/6 18 91</i>
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	<i>27/6 18 91</i>

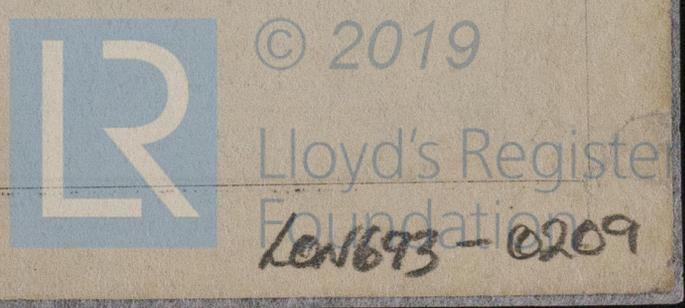
Robt. Balfour
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required.
 Committee's Minute *TUES. 23 JUN 1891* *FRI 24 JUL 1891*
 Assigned *Deferred for completion*
phkx. Rpt. to Hpt 24/7/91

State if a Report is also now sent on the Ship, or if not so, and when, one will be sent.

16.-L. R. P. II. - Form No. 9. - Transfer Ink - 5,000, 25-2-01. (The Surveyors are requested not to write on or below the space for Committee's Minutes.) *Certificate to be sent to

Insert Character of Ship and Machinery precisely as in the Register Book.



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

N. A.

22-6-91



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