

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

No. *442* Date of Writing Report *Aug. 28th 1891* Port of *London* (Received at London Office *SAT. 29 AUG 1891*)
No. in Reg. Book *1579* Survey held at *London* Date, first Survey *Aug. 20th* Last Survey *Aug. 27th 1891*
on the Machinery of the *s/s - London* Master *W. J. Jones* No. of Visits *5*
Tonnage Gross *1579* Net *996* Vessel built at *Newcastle* By whom *A. Leslie & Co.* When *1862* Boilers, when made (Main) *1883* (Donkey) *1883*
Registered Horse Power *120* Engines made at *Stockton* Owners *J. Hall jun & Co.* Port *London* Voyage *Canal back*
No. of Main Boilers *2* Steam Pressure in Main Boilers *80 lbs* in Donkey Boiler *50 lbs* *Surveyed Afloat or in Dry Dock* *Walkers*
Last Survey No. *1-87* Port *Lon:* Class of Vessel & Machinery *+ 100 A. 17-90*
+ hull 7-87
+ 100 B. 1883
B.S. 8-90

Particulars of Examination and Repairs (if any) *S. S. h. 2.*

(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? *80 lbs per sq. inch*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes*

To what pressure were they afterwards adjusted? *50 lbs per sq. inch*

Examined main boilers & safety valves, & donkey boiler & safety valves.

Examined Cylinders, pistons, slide valves, pumps, sea-cocks & valves, tail, thrust, crank and tunnel shafting. A new length of tunnel shafting has been fitted, this shaft is marked Lloyd's No. 1176 T. R. B.

The old length of shafting showed a dangerous longitudinal flaw through a bearing, extending in length 31 inches.

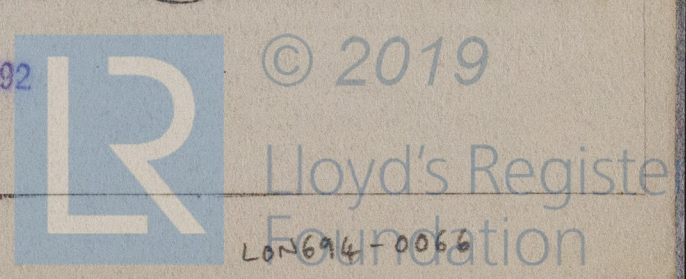
General Observations, Opinion, and Recommendation:— *So far as seen the machinery is now in good condition and eligible in my opinion to have + L. M. C. 8. 91 recorded in the Register Book.*

Office or Registration Fee (per Sec. 27) £ *4.0.0* Fees applied for *29/8/1891*
Survey Fee (per Section 28) £ *4.0.0*
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, *H. P. Cornish*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute *TUES. 1 SEP 1891* *FRI 1 JAN 1892*

Assigned *+ LMC 8.91*



It is submitted that this vessel is
eligible for the record + L.M.C. 891

C.J.S.

31.8.91.



© 2019

Lloyd's Register
Foundation