

53290

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

FRI 12 AUG 1892

(Received at London Office)

No. 427 Date of Writing Report 12.8.92 1892 Port of London

No. in Reg. Book 427 Survey held at London Date, first Survey Aug. 9 Last Survey Aug. 10 1892

on the Machinery of the S.S. London Master                      No. of Visits 2

Tonnage { Gross 1579 Net 996 Vessel built at Nure. By whom A. Sucki & Co When 1862 - 3

Registered Horse Power 120 Engines made at Stem. When 1883 Boilers, when made (Main) 1883 (Donkey)                     

No. of Main Boilers 2 Owners J. Hall Jun. & Co Port                      Voyage                     

Steam Pressure in Main Boilers 80 lbs  Surveyed Afloat  in Dry Dock London Class of Vessel & Machinery 1-100 A1

in Donkey Boiler                      (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 891  
S.S. Lon No 2-91

Last Survey No.                      Port                     

Particulars of Examination and Repairs (if any) Annual B.S.  
(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?  
 Do. " Donkey " " " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

*Main boilers exd. internally & externally & found in good condtn.  
 Safety Valves in good condtn. & tested under stn. to 80 lbs*

*The winch boiler was under stn. the owners propose to submit this for survey on the vessel's return from present Voy. say in two months*

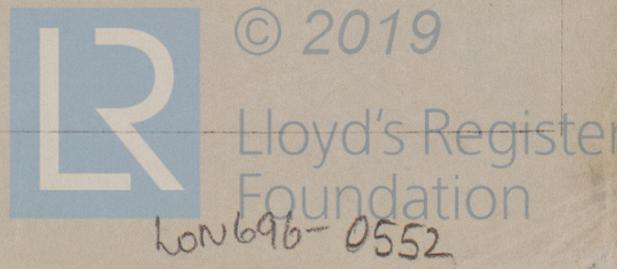
General Observations, Opinion, and Recommendation:— *The Main boilers being now in good & safe workg. condtn. renders the vessel eligible to remain as classed subject to completion of survey as stated above.*

Office or Registration Fee (per Sec. 27)	£ : : :	Fees applied for	<u>13/8 1892</u>
Survey Fee (per Section 28)	£ 2 : - : -	Received by me,	<u>27/8 1892</u>
Special Damage Fee (per Section 28)	£ : : :		
Travelling Expenses (if chargeable)	£ : : :		

\*State if Certificate is required  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. *Geo. E. Wilkinson*

Committee's Minute TUES. 16 AUG 1892

Assigned Deferred



or if not whether, and when, one will be sent.

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

It is submitted that this vessel WILL BE eligible for the record B.S. 8.92 when the donkey hauler has been surveyed and its safety value adjusted on the usual return in about 2 months time.

C.P.P.  
13.8.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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