

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. Lush & 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 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 891
 Last Survey No. Port S.S. Lon No 2-91

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 which boiler was under stn. the owners propose to submit
this for survey on the vessels return from present Voy. say in
two months

General Observations, Opinion, and Recommendation:— The Main boilers being now

(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. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, as the case may be.)

in good & safe untlg. condtn. renders the vessel eligible to remain
as classed subject to complm. of survey as stated above.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : - :	<u>13/9 1892</u>
Special Damage Fee (per Section 28)	£ : :	Received by me,
Travelling Expenses (if chargeable)	£ : :	<u>27/8/92</u>

Geo. E. Williamson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

TUES. 16 AUG 1892

Assigned

Deferred



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 Foundation

Lon 696-0552

220-200 sent on the ship 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 vessel
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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