

No. 53692

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

THURS. 22 SEP 1892

(Received at London Office)

Date of writing Report Sept. 31st 1892 When handed in at Local Office Sept. 32^d 1892 Port of London
 No. of Survey held at London Date, First Survey Sept. 17th Last Survey Sept. 31st 1892
 Reg. No. 427 on the Machinery of the WOOD, Iron on Steel S.S. "LONDON" Master W. J. Jones
 Tonnage Gross 1579 Net 996 Vessel built at Rencaill By whom A. Leslie & Co. When 1882
 Registered Horse Power 120 Engines made at Stockton When 1883 Boilers, when made (Main) 1883 (Donkey)
 No. of Main Boilers _____ Owners Mr. J. Hall junr & Co. Port London Voyage _____
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock afloat
 in Donkey Boiler 50 lbs (State name of Dock.) _____

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A 1</u>		<u>N.E. & B. 83</u>
<u>8.92</u>		
<u>S.S. Spl. No. 3-6. 83</u>		<u>L.M.C. 8.91</u>
<u>S.S. Lon. No. 2-91</u>		

Last Survey No. 53290 Port Lon
Particulars of Examination and Repairs (if any) Completion of B.S

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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

To what pressure were they afterwards adjusted? 50 lbs.

If the Survey is not complete state what arrangements have been made for its completion? _____

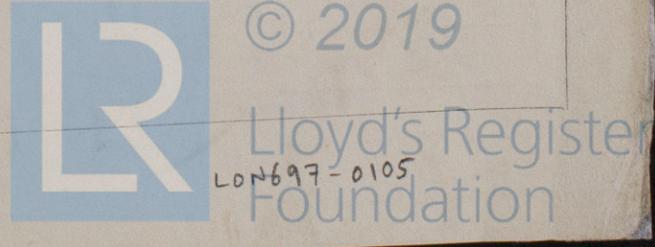
To complete the Boiler Survey as per Lon. Reg. No. 53290:-
 The Donkey Boiler was examined both internally and externally and, together with its safety valves, was found in good order.
 The Donkey Boiler was subsequently examined under steam and the safety valve adjusted to blow off at 50 lbs. per sq. in.

General Observations, Opinion, and Recommendation:— The Donkey Boiler has been examined and found satisfactory and the Boiler Survey being completed, I am of opinion that this vessel is eligible to remain as classed & to have the notation B.S. 8.92 recorded in the Register Book.

	Fees applied for
Office or Registration Fee (per Sec. 27).....	18
Survey Fee (per Section 28).....	
Special Damage Fee (per Section 28).....	
Travelling Expenses (if chargeable).....	18

Henri Williams
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____
 Committee's Minute TUES. 27 SEP 1892
 Assigned B.D. 8.92



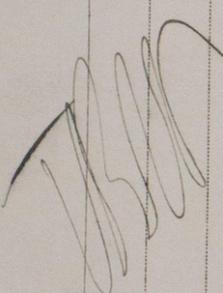
State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Certificates to be sent to

16-L.R.P.H.—Form No. 1—Transfer Ink—4,000,719/92.
(The Surveys are required not to write on or below the space for Committee's Minutes.)

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

It is submitted that
this vessel is eligible for
THE RECORD B.S-8-92



n.a

24-9-92

RECORD B.S. 8-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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